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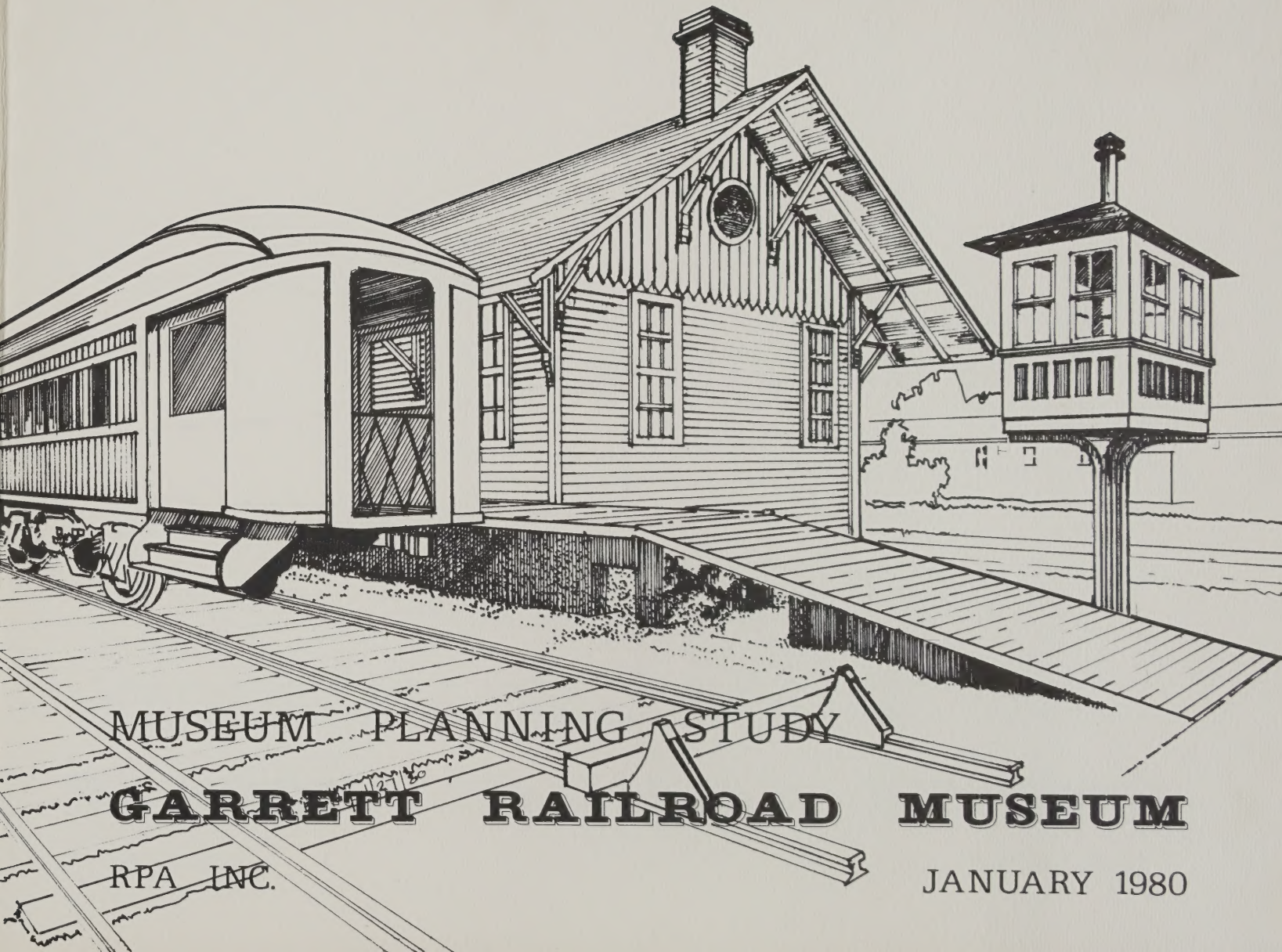

MUSEUM PLANNING STUDY

GARRETT RAILROAD MUSEUM

RPA INC.

JANUARY 1980

With the support of the
Indiana Arts Commission and
the National Endowment for the Arts.

Janet Harris, Executive Director
Andrea Pactor, Grant Manager

The Garrett Historical Society gratefully acknowledges the assistance of the Indiana Arts Commission, which provided matching funds for the preparation of this study.

Restoration/Preservation/Architecture, Inc.

Cleon Stutler, Architect

Craig Leonard, Partner in Charge

D L A Enterprises, Inc.

Diane Alpert, Museum Planning Consultant

Garrett Historical Society, Inc.

Mary Mountz, Project Manager

MUSEUM PLANNING STUDY

GARRETT RAILROAD MUSEUM

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The Garrett Historical Society wishes to give special thanks to the following persons and organizations for their assistance:

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C. Norman Murphy, Manager - Field Services, Baltimore, Maryland
E. Q. Johnson, Chief Engineer, Huntington, West Virginia
Jedd Copenhaver, Engineer Track, Garrett, Indiana

K. F. S. Studios, Inc.

Kenneth F. Smith

Atlas Industries

Charles Vanderpool

Indiana Museum of Transport and Communication

Francis Parker

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Robert Parker
Isiah Runion
William Worster

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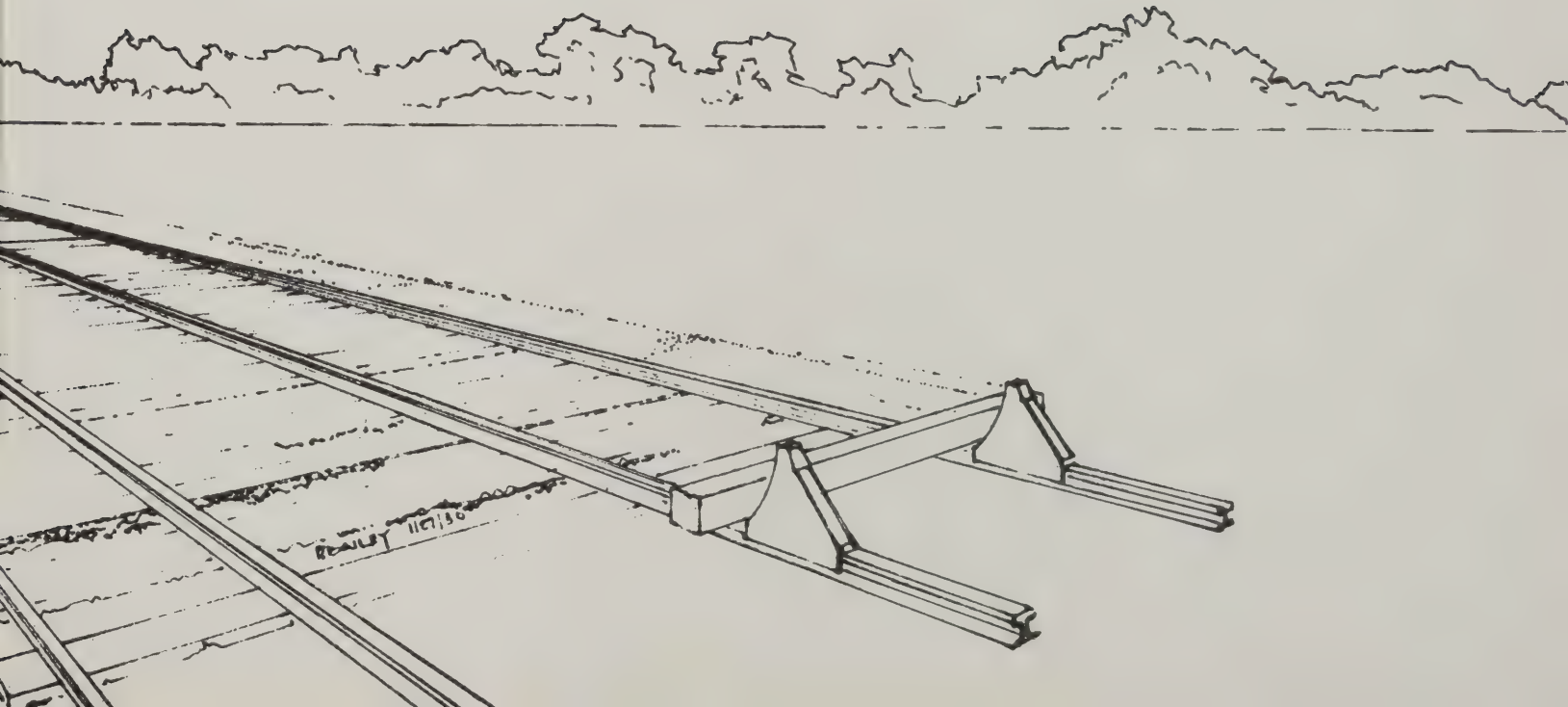
HISTORIC CONTEXT



From the day in October of 1874 that Washington Cowen of the Baltimore Land and Improvement Company completed the purchase of 12 farms totalling 604 and one-quarter acres as the site of the Bailtimore, Pittsburgh, and Chicago Railroad's Chicago Division Headquarters, the development of the area was inextricably entwined with the westward growth of what is today the Baltimore and Ohio Railroad. The site was selected as a point for relief of train and engine crews and as a site for major train maintenance of the Chicago Division rolling stock. In 1875 the Road's chief engineer, Beverly Randolph, surveyed the gridiron plan of a town to be named after railroad President John W. Garrett; the principal streets of the town were named after the other officers of the Company. In the fall of that same year, the sale of lots began, and the Railroad offered prizes for babies born in the new town; Indiana Garrett Quigly, daughter of a switchman, was awarded a silver mug in September, 1875. On December 18, 1875, the town was incorporated, and had a population of 257. Since Garrett and the rail line staddled the line between Richland and Butler Townships, the Dekalb County Commissioners in April, 1876, combined the North and South halves of the two townships to create Keyser Township, which was named after William Keyser, Second Vice-President of the Railroad. Subsequently, the Railroad established car shops for the maintenance of the Chicago Division; by 1913 Garrett had a population of 5,000, and the shops employed some 1,300 men. Garrett became the social and cultural nexus of the area, as illustrated in 1906 by the fact that the Chicago and Toledo Traction Company line was extended from Fort Wayne North to Garrett, with mere branch lines to the neighboring communities, including the county seat, Auburn.

With the passing of steam power, however, the shops were gradually demolished; in 1968 the last major structure, a 32-car brick roundhouse, was destroyed.

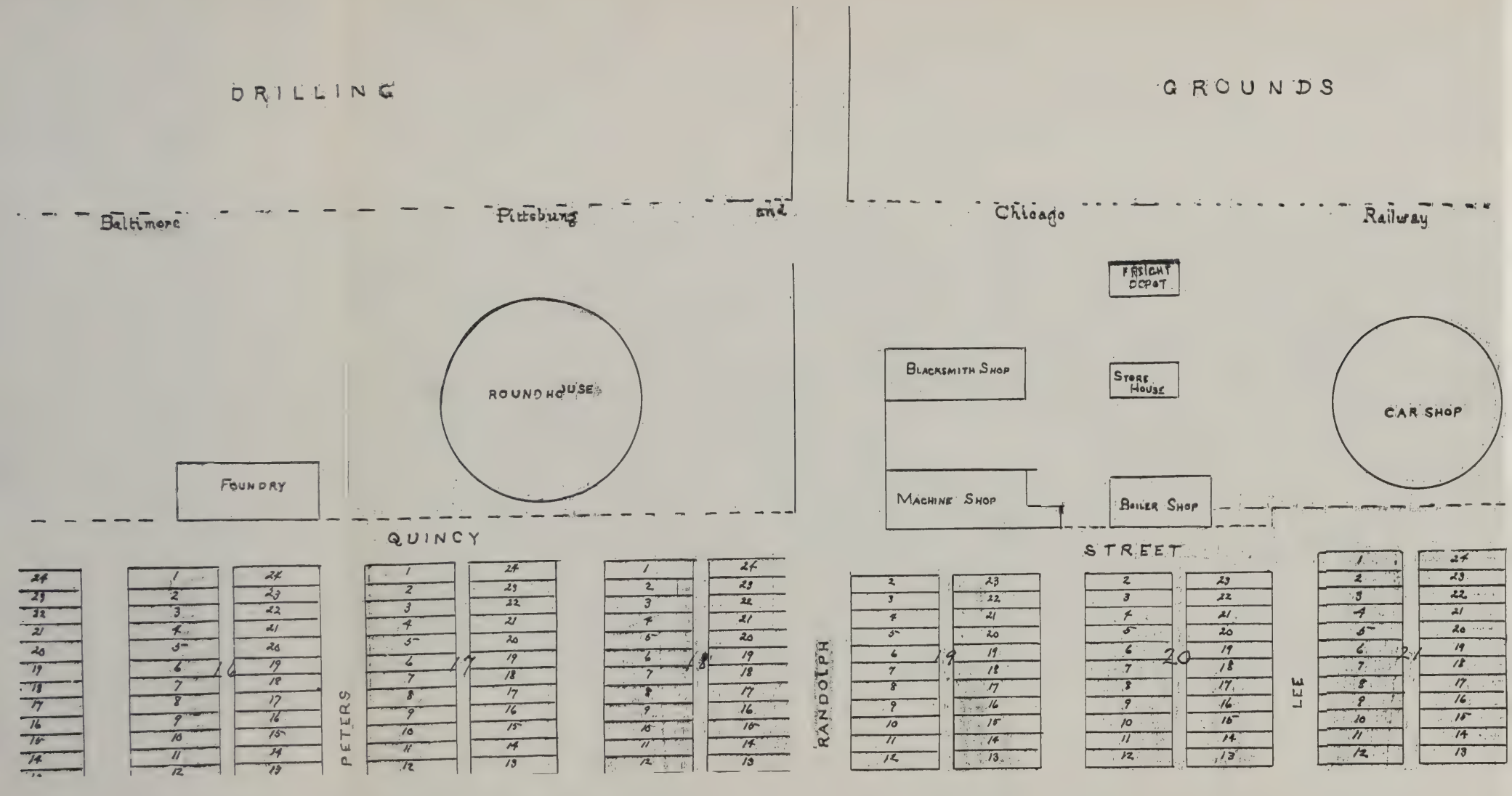
Three related structures, the brick passenger depot and a brick oil house, still stand along the tracks on Randolph Street opposite the site of the shops and in proximity to the commercial area to the South, along Randolph Street. Although the days when the depot was the center of community life have passed, the passenger depot is still used for

railroad operations. The freighthouse is now owned by the Garrett Historical Society, and is one of the principal subjects of this report.

Although the freighthouse has thus assumed great importance as the focus of the Society's efforts, its history is, nonetheless, obscure. Historic accounts of railroad activity in Garrett concentrate their attention upon the development of the Chicago Division car shop complex, and rarely mention the structures associated only with the provision of local rail service or include them in views of the shops (Figure 1). The Italianate passenger depot (Figure 2) is known to have been built in 1876,[1] and the Victorian Gothic architecture of the freighthouse is also in keeping with that era. The documentary evidence which exists, however, does not firmly substantiate the age of the freighthouse before 1918, and contains some apparent contradictions.

The original plat of Garrett as preserved in the Dekalb County Recorder's Office shows a "hotel and passenger depot" on the present site of the passenger depot, and a "freight depot" placed directly to the East (Figure 3). The majority of the shop buildings are shown to the South and East of these, including the present site of the freighthouse. An identical scheme is shown in the map of Garrett included in Baskin, Forster and Company's 1876 Illustrated Historical Atlas of the State of Indiana (Figure 4), and suggests that the latter has simply been copied from the recorded plat. The discrepancies between the arrangement shown on these maps and the published accounts of the earliest appearance of the shops suggest that they show an intended plan rather than actual conditions as they then existed.[2] The accounts do tend to support the plan shown in J. H. Beers and Company's 1880 Atlas of Dekalb County (Figure 5). The Beers map shows an outline matching that of the present passenger depot on its proper site, and shows a "freight house" located directly North of the depot, adjacent to the East side of Randolph Street. The detail with which the map also shows the three major shop buildings and the roundhouse in their proper configuration, as well as the locations of hotels and churches, suggests that it is based upon firsthand observation.

1. Aerial perspective of the Chicago Division car shops prepared for the Garrett Clipper in 1907. Courtesy Garrett Historical Society



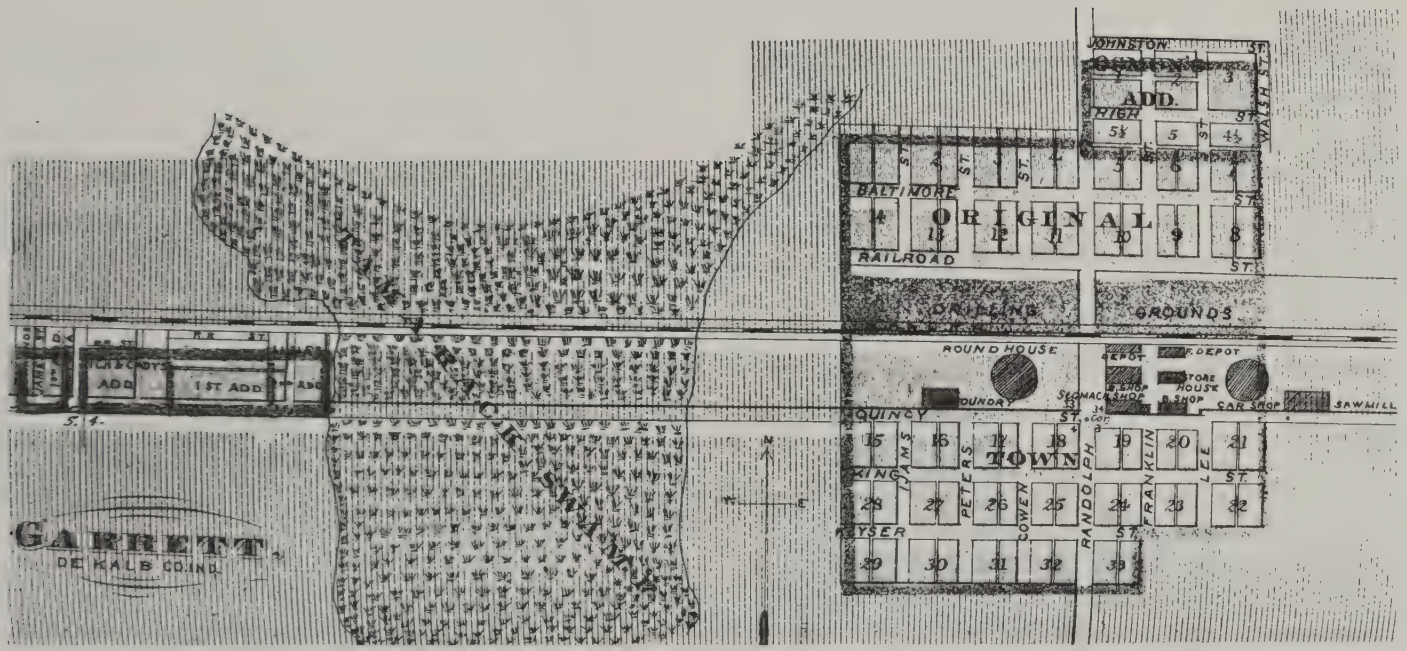
3. Detail of the original plat of Garrett, 1875.
Courtesy DeKalb County Recorder's Office

BALTIMORE & OHIO PASSENGER STATION.
Photo by Hickman.

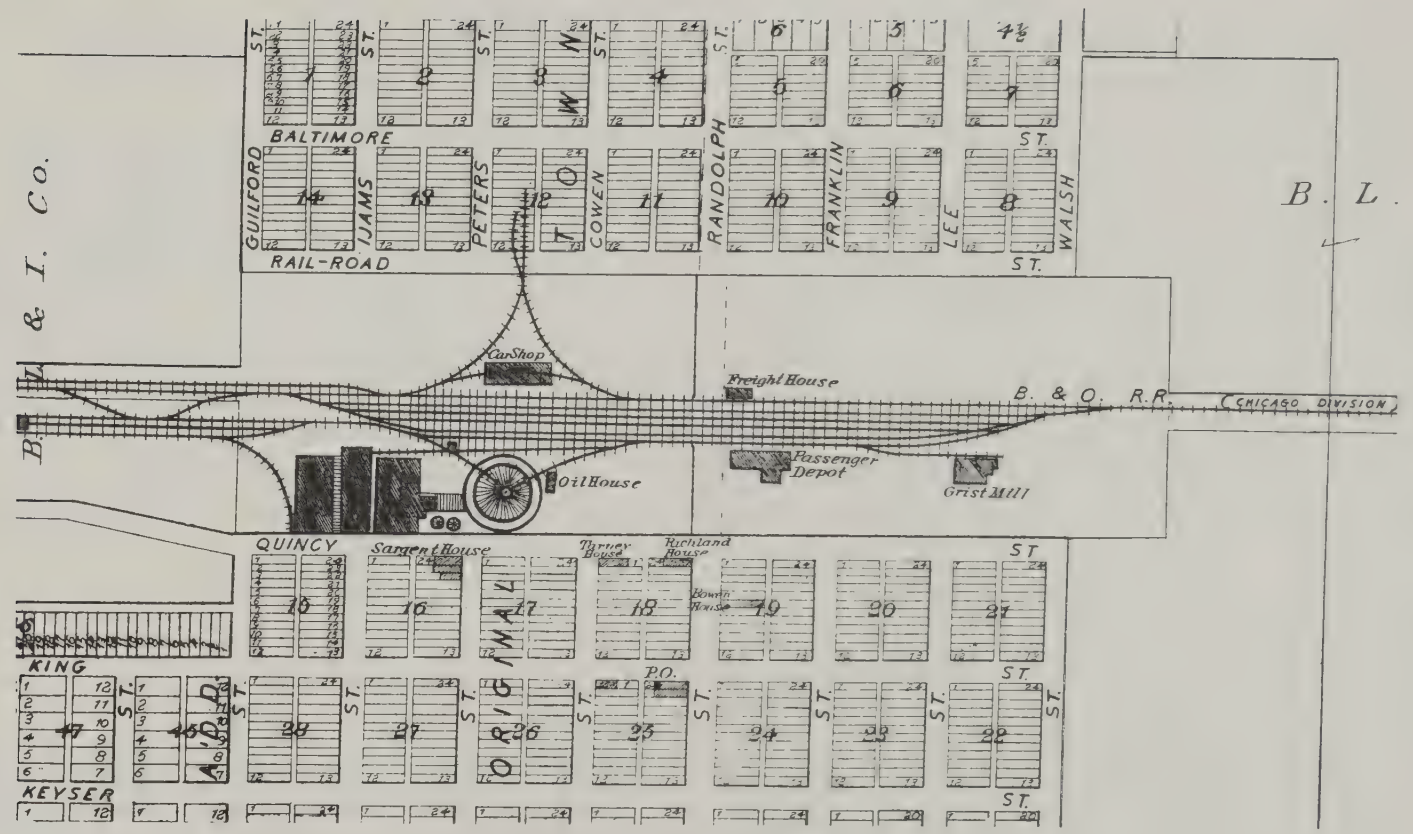
a.

b.

2. The Passenger Depot
   a. As shown in Garrett Clipper, April 11, 1907.
   b. As it exists today, including 1910 additions of second floor office.
Photograph by K.F.S. Studies, Inc., 1979



4. Map of Garrett from Illustrated Historical Atlas of the State of Indiana, Baskin, Forster and Company, Chicago, 1876, p. 44.



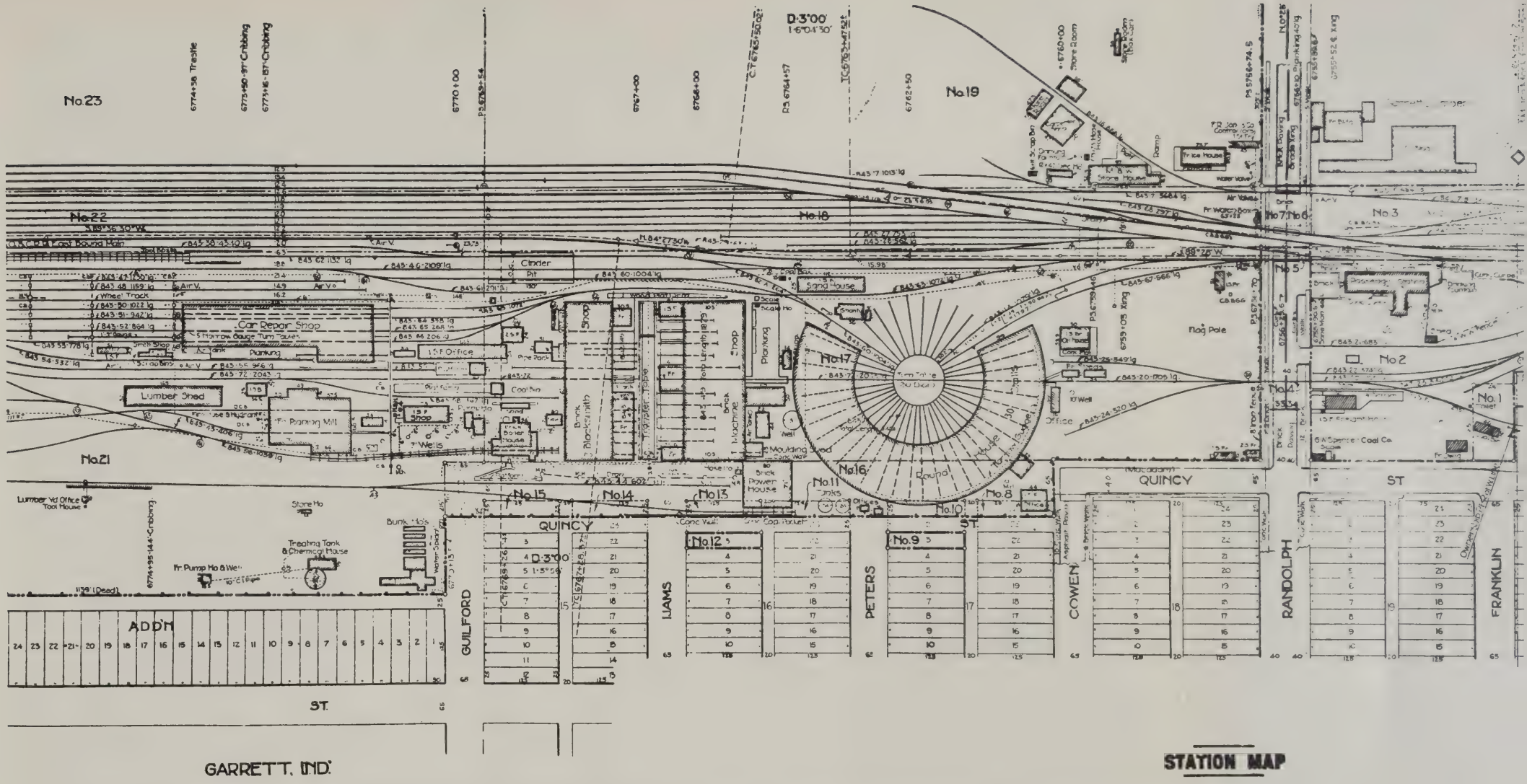
5. Detail from map of Garrett included in Atlas of DeKalb County, J. H. Beers and Company, Chicago, 1880, p. 41, as reprinted in 1974 for the DeKalb County Historical Society by The Bookmark, Knightstown, Indiana.

The station map of Garrett prepared by the B & O in 1918, however, is easily the most detailed site plan available, and it shows the freighthouse on its present location (Figure 6). The period 1880 - 1918 can only be interpreted on the basis of other information which suggests that if the freighthouse indeed stood on the location shown in the Beers map, it was moved during this period.

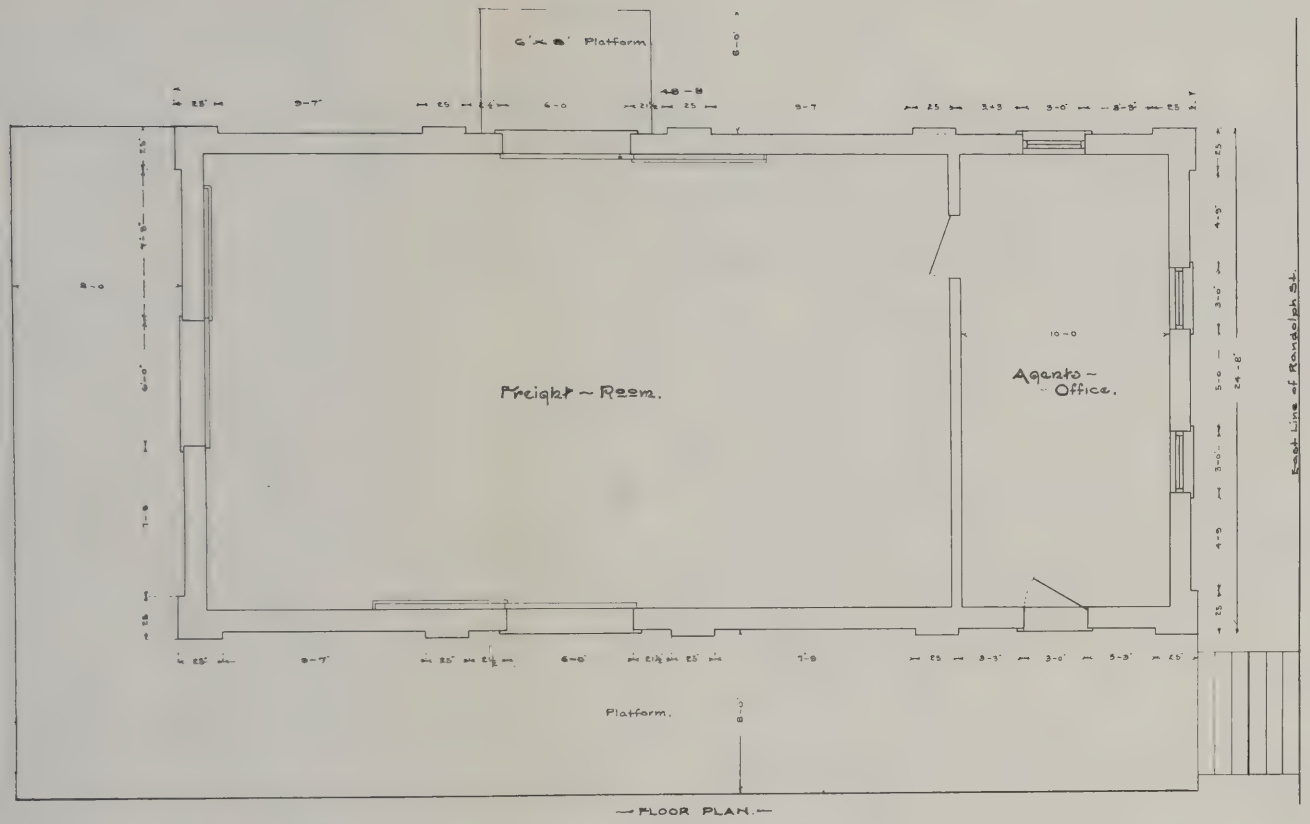
In general, the history of the Baltimore and Ohio shows that there were major capital improvements made over the entire system in 1896 - 1900 and again in 1910 - 1917.[3] The former period is represented by an 1899 drawing for a proposed new freighthouse in Garrett (Figure 7). The plans show a brick masonry structure very similar to the passenger depot in appearance and intended for an otherwise unspecified site directly adjacent to the East side of Randolph Street. In plan the proposed building shows a placement of openings and platforms very similar to that of the freighthouse, including the now-missing interior partition which separated the agent's office from the freight room in the extant frame structure. Most of the similarities can perhaps be explained simply as features characteristic of freighthouses in general; although they differ in outward appearance, the freighthouse plans used still later in the B & O standard designs of 1907 show similar features (Figure 8). For lack of any other evidence, it seems likely that the proposed freighthouse was never built.

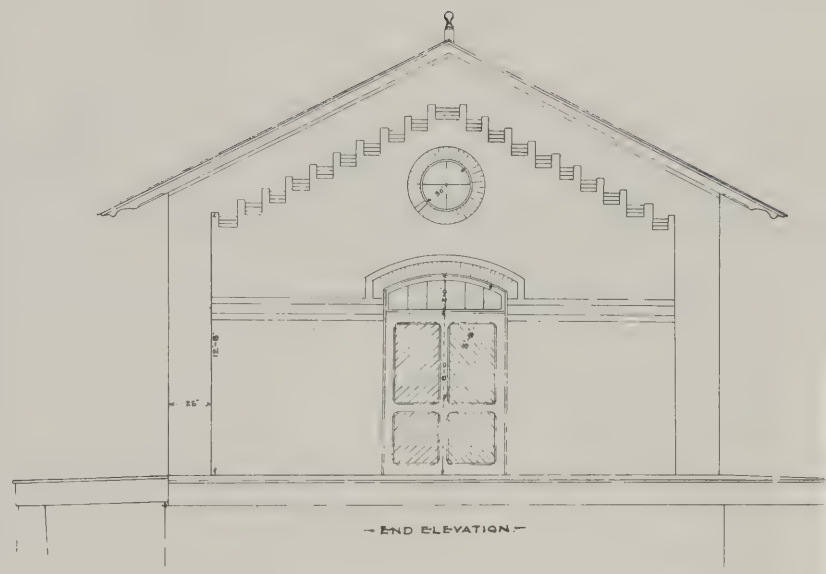
A major improvement which did take place, however, was the renovation of the passenger depot in 1910 (Figure 9). Although accounts of the project do not mention any changes in the freighthouse, this could simply mean that the moving of an existing building was not considered as important as the major renovation of the depot.[4]

A need to add more sets of tracks North of the passenger depot could have required the relocation. It is notable that the double-tracking of much of the B & O main lines is attributed to President Daniel Willard's improvements of 1910 - 1917.[5] Perhaps Willard's passion for efficiency led to permanent relocation of the freighthouse on its own siding away from the main line. The discovery of a station map made prior to 1918 seems to be the crucial bit of missing evidence.



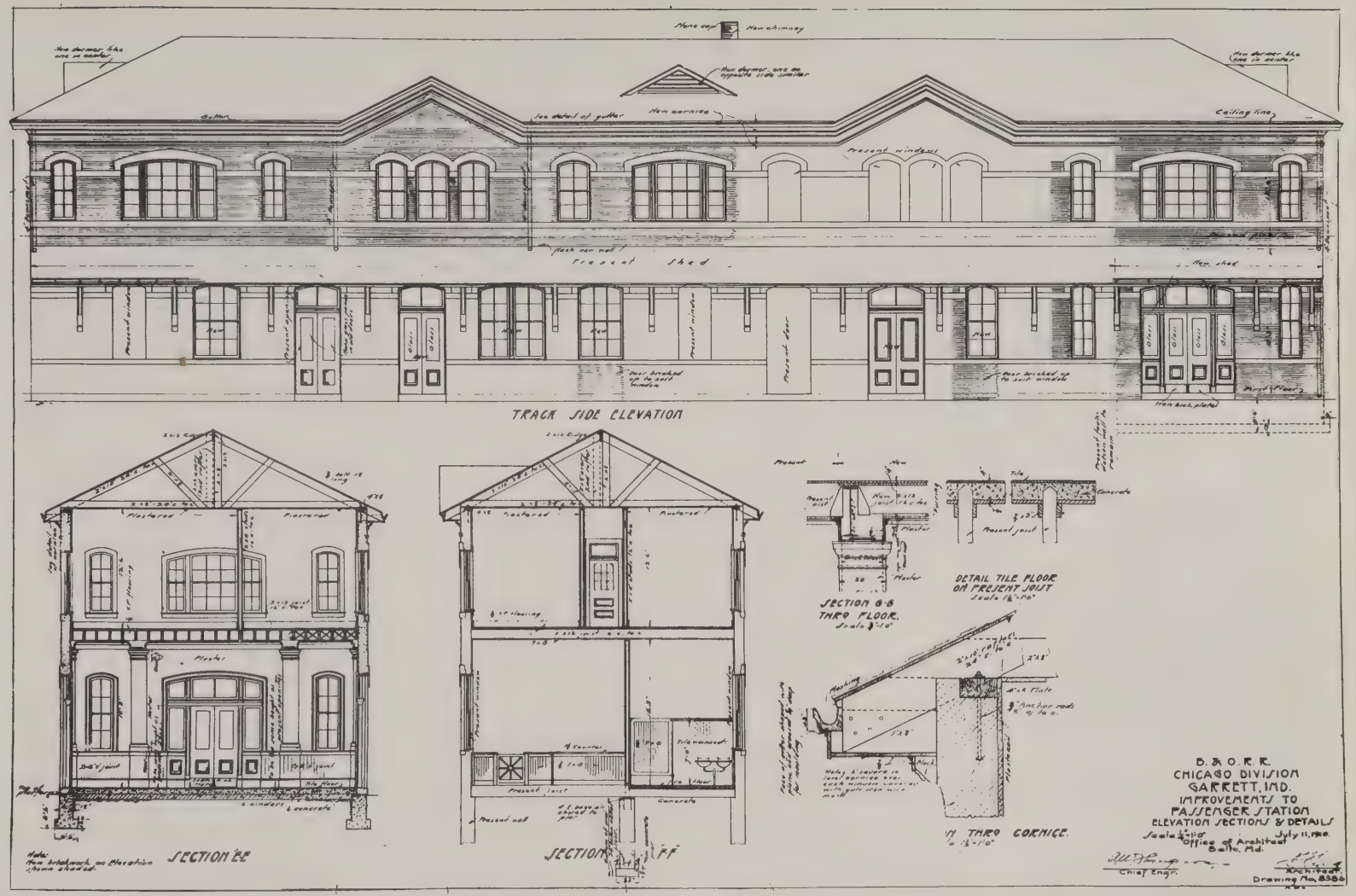
6. Detail from the Station Map of Garrett, June 30, 1918, prepared by the B & O Engineering Department. Courtesy Engineer Track Jedd Copenhaver, Chessie System, Inc., Garrett, Indiana.



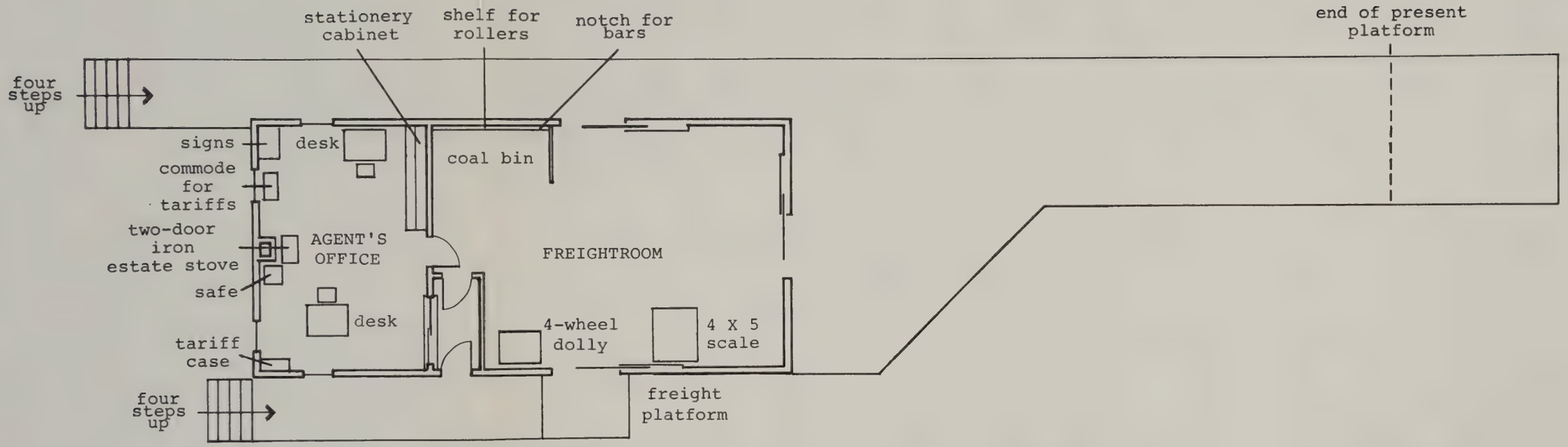


- Plan of Proposed -
FREIGHT DEPOT
- at -
GARRETT IND.
- 1/4 Scale -
7-20-99

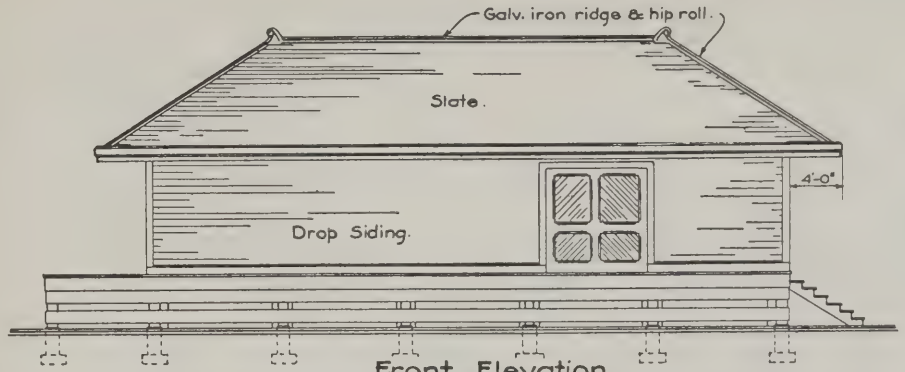
7. Detail from drawing of proposed freighthouse prepared in 1899 by the B & O Engineering Department. Courtesy Chief Engineer E. Q. Johnson, Chessie System, Inc., Huntington, West Virginia



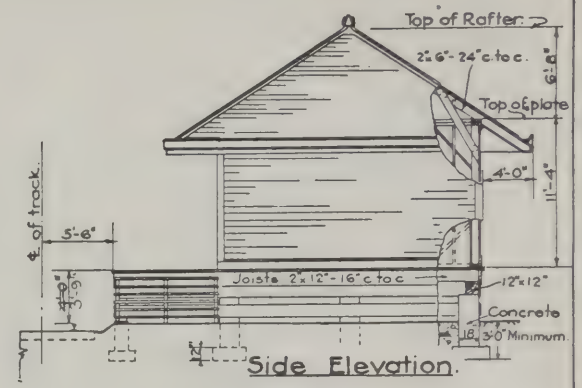
9. Drawing of passenger depot renovations by the B & O Engineering Department, 1910. Courtesy Engineer Track Jedd Copenhaver, Chessie System, Inc., Garrett.



14. Plan of the freighthouse in 1935 as described by Mr. Isiah Runion, Garrett.

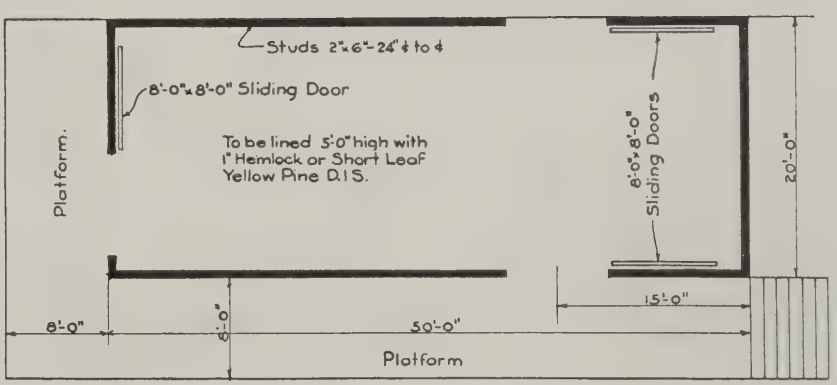


Front Elevation.
Track Side.



Side Elevation.

Note: Details will be furnished.



Plan

Approved:- S. D. Carothers
Chief Engineer.

Approved:- [signature]
General Manager B.&O.R.R.

Approved:- W. M. Greene
Vice Pres & Gen. Mgr
B.&O.S.W.R.R.

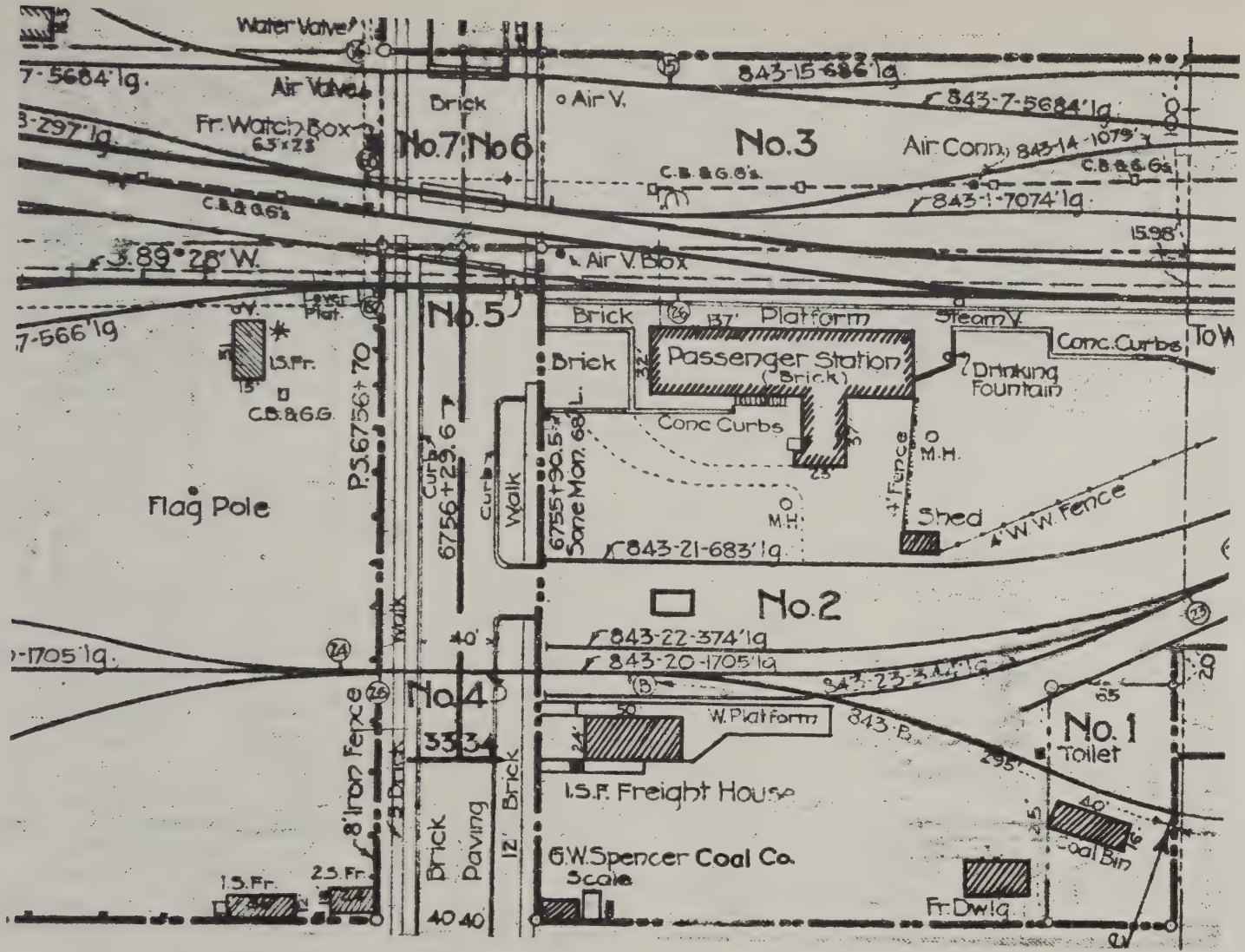
B.&O.R.R.CO.

20'x50' FREIGHT HOUSE.

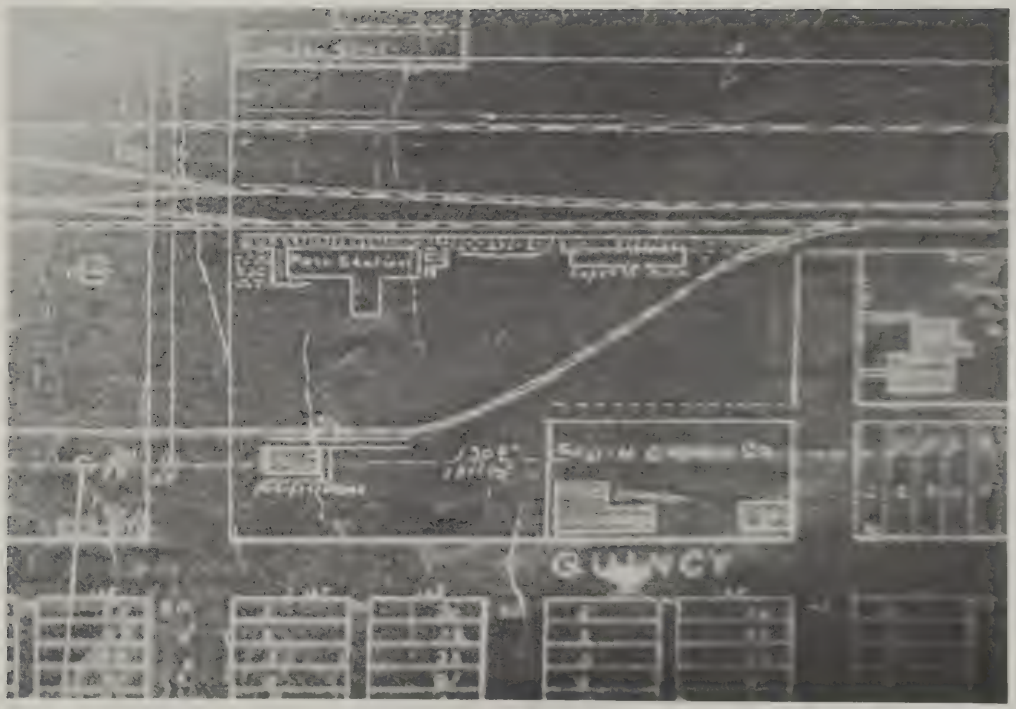
Office of Chief Engineer
Baltimore Md.

June 12, 1906. Drawing No. 7620.

8. Design for freighthouse from Standard Plans for Maintenance of Way and Construction, Office of Chief Engineer, B & O Railroad, Baltimore, 1907, 1918, p. 38. Courtesy Robert Parker, Garrett Historical Society.



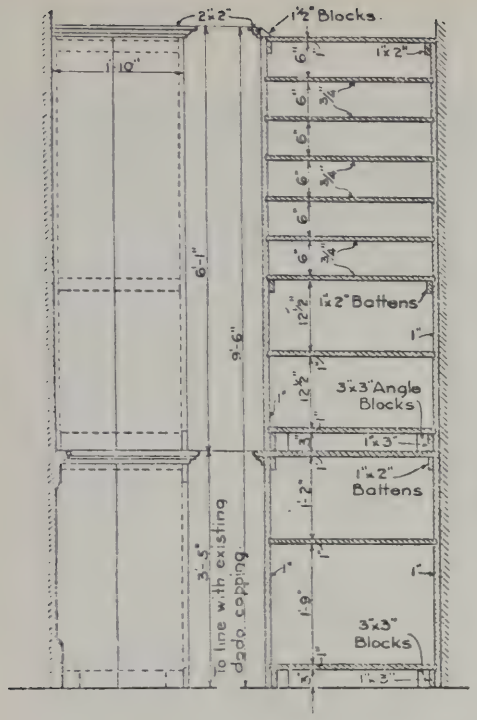
10. Detail of 1918 station map, showing the immediate area of the depot and freighthouse. Courtesy Engineer Track Jedd Copenhaver, Chessie System, Inc., Garrett.



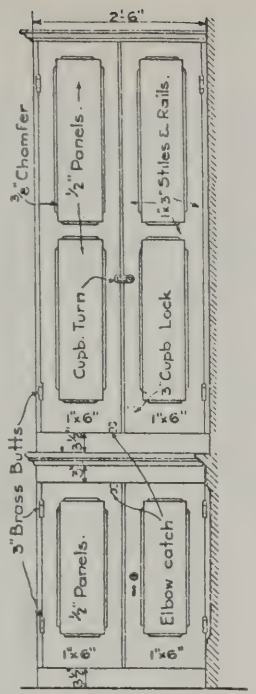
11. Detail of the same area as shown in a map prepared by City Engineer J. W. Koontz in 1918. Courtesy DeKalb County Recorder's Office

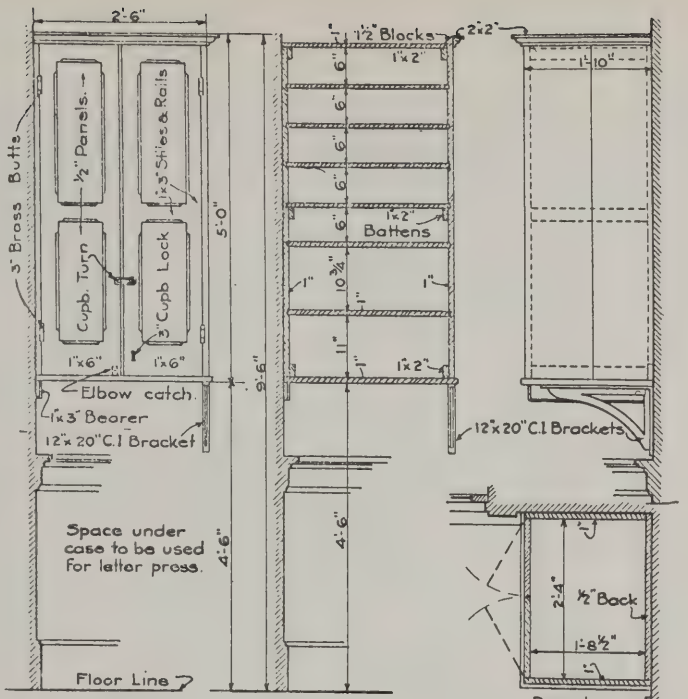
12. Group photograph taken in front of the West elevation of the freighthouse, October, 1924. Courtesy Garrett Historical Society

13. Group photograph taken at the Southwest corner of the freighthouse in October, 1924. Courtesy Garrett Historical Society.

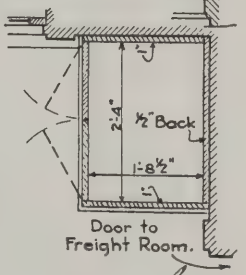


Record Case "D".





Stationery Case "E".

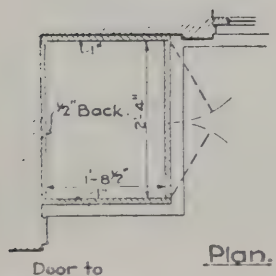


Note: Cases to be of N.C.P. D.4 S. and finished on outside to match inside lining of office.
Shelves to be of poplar D.3 S.
Cases to be built into combination stations classes "A." "B." & "C."

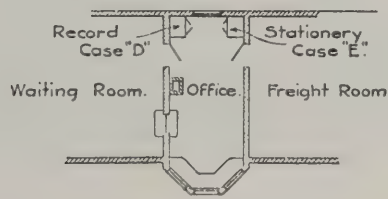
Approved:- S. D. Carothers, Chief Engineer.

Approved:- [signature], General Manager B.&O.R.R.

Approved:- C. & Bent, General Manager B.&O.S.W.R.R.



Plan.



Location Plan.

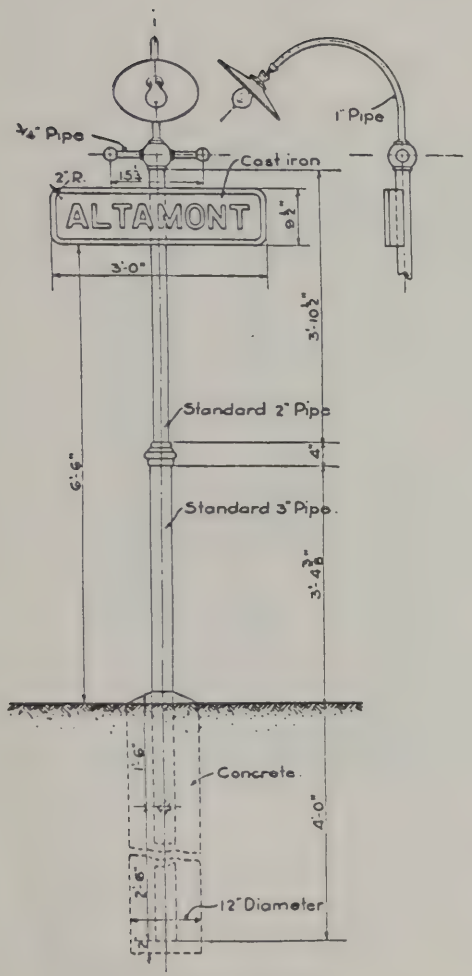
B. & O. R.R. CO.
RECORD & STATIONERY CASES.
Office of Chief Engineer.
Baltimore Md.
June 27, 1906. Drawing No. 7652.

15. Office cabinets as shown in Standard Plans, B & O Railroad, 1906, p. 64. Courtesy Robert Parker, Garrett Historical Society.

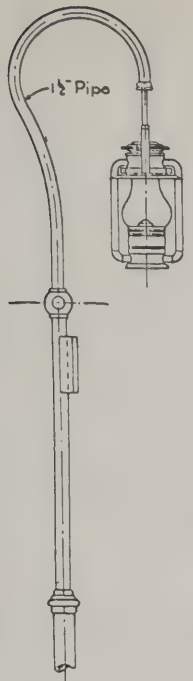
a.

b.

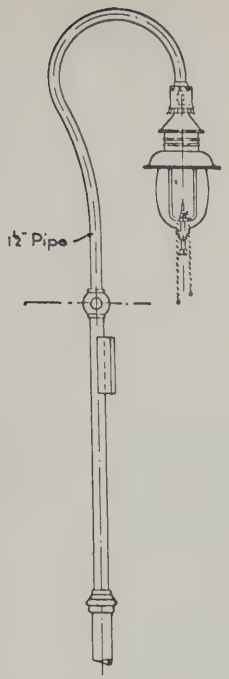
16. Cabinetry of former second floor offices in the passenger depot
    a. Engineering Department
    b. Detail of cabinet in Accounting Department



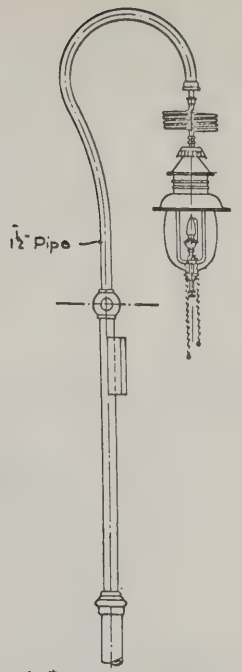
Incandescent Electric Lamp.



Dietz #3 Tubular Hanging Lamp For Kerosene Oil.



Klemm's # 1540 Lamp, With Plain Gas Burner.



Klemm's # 1540 Lamp, With Welsbach Burner & Anti-Vibration Coil.

Note: Cast iron sign
Border and letters to be raised ⅛"
and finished in Gold Leaf
Background to be Royal Blue, Sanded.
Place one lamp with sign at each
end of building, on back line of platform.
To be used at important stations, where
station platform is to be lighted

Approved:- N. S. Carothers
Chief Engineer.

Approved:- [illegible]
General Manager B. & O. R. R.

Approved:- C. A. Bent.
General Manager
B. & O. S. W. R. R.

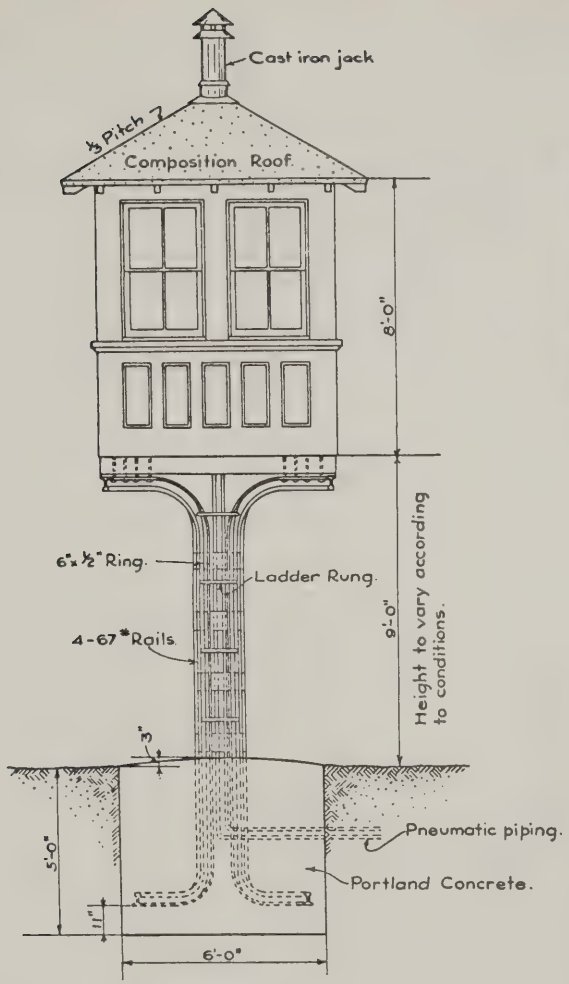
B. & O. R. R. CO

STATION SIGN & LAMP POST.

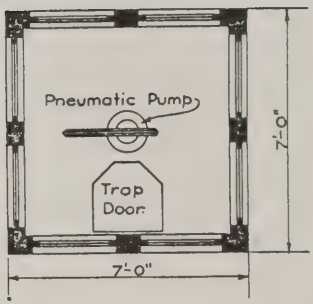
Office of Chief Engineer.
Baltimore Md.

October 25, 1906. Drawing No. 7771.

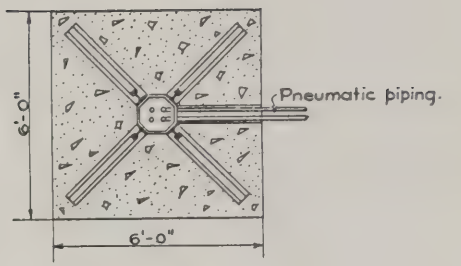
17. Lampposts for station platforms as shown in Standard Plans, B & O Railroad, 1906, p. 69. Courtesy Robert Parker, Garrett Historical Society.



Elevation.



Plan.



Foundation Plan.

Approved:- J. D. Carothers
Chief Engineer

Approved:- [signature]
General Manager B.&O.R.R

Approved:- C. A. Bent
General Manager
B.&O.S.W.R.R.

B.& O.R.R.CO.

ELEVATED WATCHBOX FOR CROSSING GATES.

Office of Chief Engineer.
Baltimore Md.
June 8, 1906. Drawing No. 7589.

18. Switching shanty as shown in Standard Plans, B & O Railroad, 1906, p. 52. Courtesy Robert Parker, Garrett Historical Society.

One theory which it does seem possible to refute is that of the freighthouse ever having been located East of the depot as shown in the original plat. The 1907 view of the depot (Figure 2) shows a structure there, but it does not appear large enough or elaborate enough to be the present freighthouse. Accounts of the depot renovation record that temporary quarters for offices were constructed to the East while the depot was under repair.[6] Still later, a structure containing the express and railroad police offices was constructed East of the depot. That this last structure was built in 1918 is suggested by the fact that although it is not shown on the otherwise meticulous 1918 station map (Figure 10), it does appear on a map made in that same year by City Engineer J. W. Koontz (Figure 11). This structure has since been removed to South Walsh Street, where it is now used as a florist's shop.[7]

In summary, the data provided by the 1918 station map are the earliest detailed information available for use in planning any restoration of the freighthouse, even though the building's architectural style lends credence to the idea that it is probably as old as the passenger station, and is the freighthouse shown on the 1880 Beers map. In addition, the earliest known historic photographs of the freighthouse picture it on the present site during the Sesquincentennial celebration of 1924 (Figures 12 and 13). The detailed information about fixtures and furnishings available in the 1907 standard plans, in combination with the accounts of former railroad employees, can also facilitate interpretation of the freighthouse to its early twentieth century appearance. For example, by combining one such description of the freighthouse plan of c. 1935 (Figure 14) with the paint shadows visible on the freight office walls and the standard plans shown for cabinetry (Figure 15), it is apparent that cabinet units of the type still found in the passenger depot (Figure 16) would be appropriate to such an interpretation.

The plan book also provides the details needed to create appropriate site features such as lampposts (Figure 17), as well as the switching shanty (Figure 18). While some of the paving materials noted on the 1918 map are partially visible, further investigation

of the area along the South side of the freighthouse (now a used car lot) should be done to verify the historic landscape materials before proposals for restoration are made.

The switching shanty was probably erected in the period 1907 - 1918, since it matches the design shown in the standard plans, and is noted at the West side of Randolph Street on the 1918 station map as a "frame watch box" (Figure 10). Some idea of the relative newness of the switching shanty as compared to the freighthouse can be gathered from a comparison of their exterior paint layers: while the shanty has 6, the freighthouse has 16 (see chromochronology, Tables I and II). The comparison also shows that the early twentieth century color schemes alternated between dark shades of brown and red, as corroborated by the dark monochrome appearance of the freighthouse in 1924 (Figures 12 and 13).

TABLE I Freighthouse Chromochronology

Paint layers are listed top to bottom, earliest to latest.

EXTERIOR:

Siding	Water Course	Base Belt	Freight Door Mullion	Door Enframement
light grey	light grey	light grey	light grey	light grey
tobacco brown	grey green	grey green	grey green	grey green
dark brown	dark brown	dark brown	dark brown	dark brown
medium brown	medium brown	medium brown	medium brown	medium brown
dark brown	dark brown	dark brown	dark brown	dark brown
dark brown	dark brown	dark brown	dark brown	dark brown
medium brown	medium brown	medium brown	medium brown	medium brown
dark red	dark red	dark red	dark red	dark red
medium brown	medium brown	medium brown	medium brown	medium brown
dark red	dark red	dark red	dark red	dark red
medium brown	medium brown	medium brown	medium brown	medium brown
medium brown	medium brown	medium brown	medium brown	medium brown
black	black	black	black	black
buff	black	black	grey	grey
grey	grey	grey	black	black
red	red	red	white	white

Door Stile	Door Panel	Freight Door Metal Guard	Freight Door Transom Sash	Bracket
light grey	light grey	black	light grey	light grey
tobacco brown	tobacco brown	black	grey green	grey green
dark brown	dark brown	grey	dark brown	dark brown
medium brown	medium brown	black	medium brown	medium brown
dark brown	dark brown	white	dark brown	dark brown
dark brown	dark brown		dark brown	dark brown
medium brown	medium brown		medium brown	medium brown
dark red	dark red		dark red	dark red
medium brown	medium brown		medium brown	medium brown
dark red	dark red		dark red	dark red
medium brown	medium brown		medium brown	medium brown
medium brown	medium brown		medium brown	medium brown
black	black		black	black
black	black		grey	grey
grey	grey		black	black
red	red		white	grey

Gable Board	Gable Batten	Fascia	Soffit
light grey	light grey	light grey	light grey
grey green	grey green	grey green	grey green
dark brown	dark brown	dark brown	dark brown
medium brown	medium brown	medium brown	medium brown
dark brown	dark brown	dark brown	dark brown
dark brown	dark brown	dark brown	dark brown
medium brown	medium brown	medium brown	medium brown
dark red	dark red	dark red	dark red
medium brown	medium brown	medium brown	medium brown
dark red	dark red	dark red	dark red
medium brown	medium brown	medium brown	medium brown
medium brown	medium brown	medium brown	medium brown
black	black	black	black
grey	buff	black	buff
grey	grey	grey	black
red	red	red	white

INTERIOR:

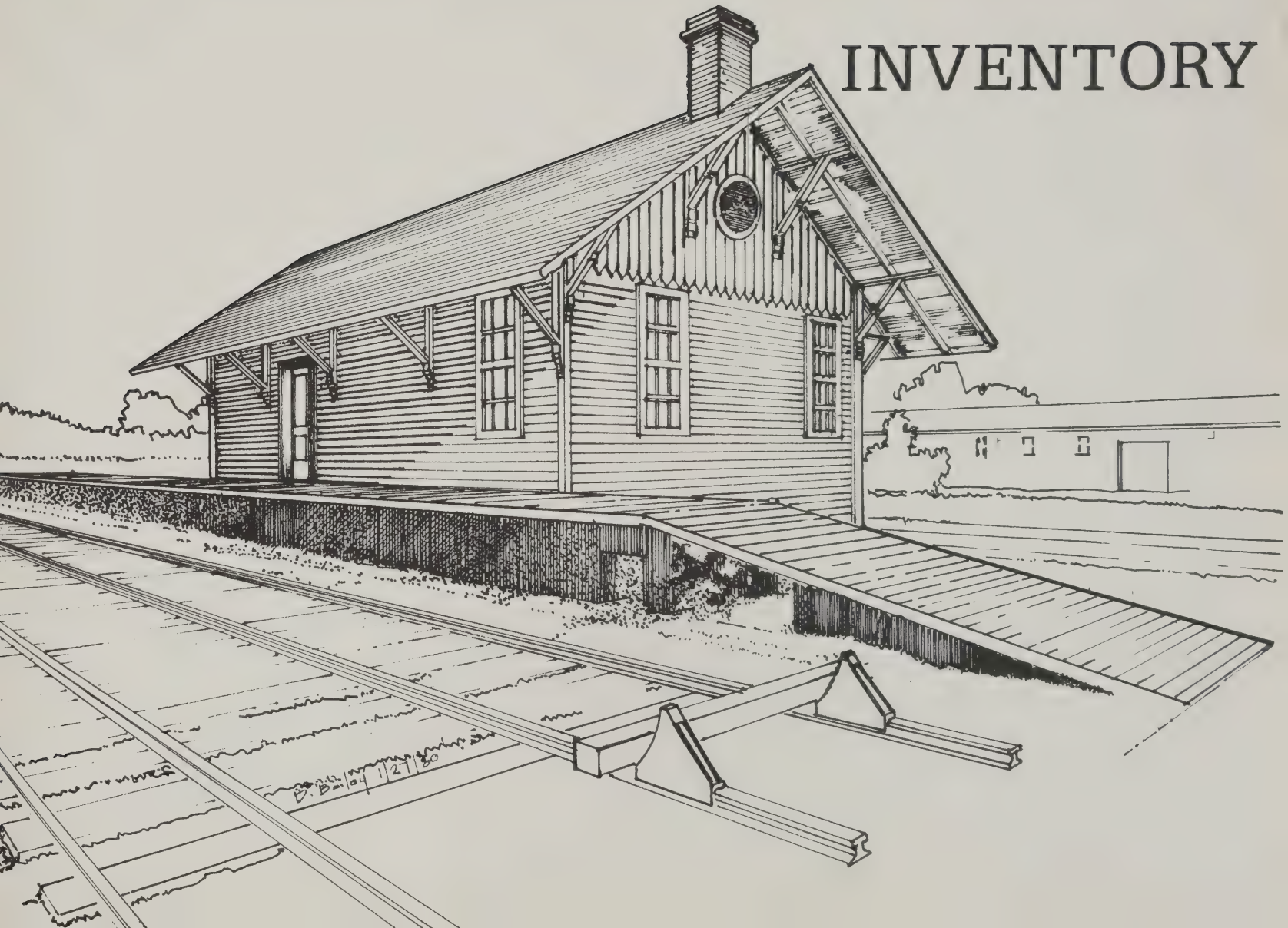
Car Siding in Agent's Office	Enframement of Passage Door	Passage Door	Window Enframement
light grey	light grey	light grey	light grey
light grey/green	linen	dark linen	dark linen
light grey	grey	grey	grey
grey	white	white	green
white	buff	buff	buff
buff	green	green	green
white	grey	grey	grey
buff			
white			

TABLE II. Switching Shanty Chromochronology

Paint layers are listed top to bottom, earliest to latest.

Siding	Enframements	Sash
medium brown	dark brown	black
dark red	dark red	dark red
buff	brown	brown
light brown	black	grey
light brown	buff	black
buff	light brown	red

INVENTORY



1. FREIGHTHOUSE

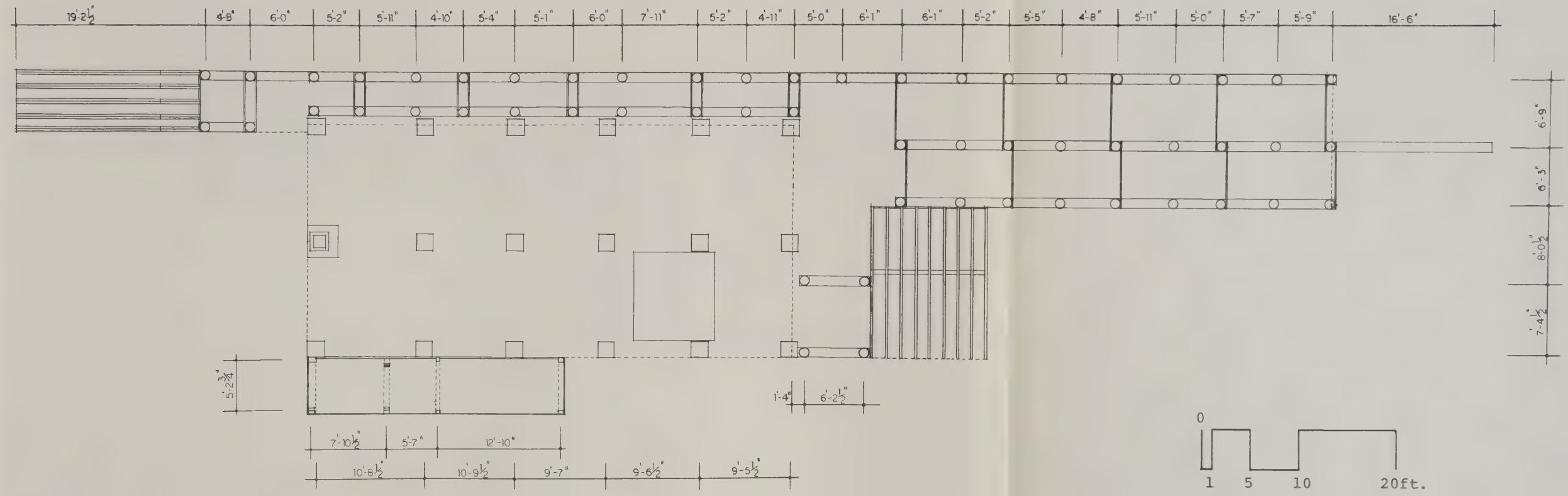
The freighthouse stands on a prominent site at the Northeast corner of Randolph and Quincy Streets, at the North end of downtown Garrett and directly South of the B & O tracks (Figure 19). The building is aligned parallel to Quincy Street with its gable ends facing East and West, and stands 50 feet from Randolph Street and 100 feet from Quincy Street. The area to the South along the latter street is presently a storage area for an automobile dealership. Two sets of tracks on the North separate the freighthouse from a gravel parking lot used by railroad employees; an open area to the East separates the building from the Garrett Historical Society's existing museum area (Figure 20).

The freighthouse is a one-story, gabled rectangular mass whose broad projecting eaves are supported by exposed rafters and timber brackets (Figure 21, and architectural documentation, Figures 22 - 29). The structure stands on a foundation of isolated limestone rubble piers and is flanked on its North, East, and Southwest by freight platforms which are boarded via ramps on the Northwest and Southeast. The exterior is sheathed in six-inch drop siding with vertical board and batten siding in the gables and in a frieze belt; the North and East walls also have a base of plain matched horizontal boards. The distinctive features which give the building its Victorian Gothic styling are the gable and frieze trim and the constructional character of the stop-chamfered brackets and the exposed, shaped ends of the rafters (Figure 30). Openings have plain wide enframements punctuated by bull's-eye corner blocks; windows have six-over-six sash (Figure 31), and both the five-panel passage door on the South elevation (Figure 32) and the four-panel freight doors on the South, East, and North elevations are topped by transoms with rectangular lights (Figure 33). The balloon framing of the structure consists of 2 x 6-inch studs and 2 x 10-inch floor joists spaced every 16 inches apart and bearing upon an 8 x 8-inch wall plate. Two courses of 2 x 4's form the roof plate, and the roof structure is composed of Howe trusses spaced every two feet apart, with 2 x 6's for the raking members.

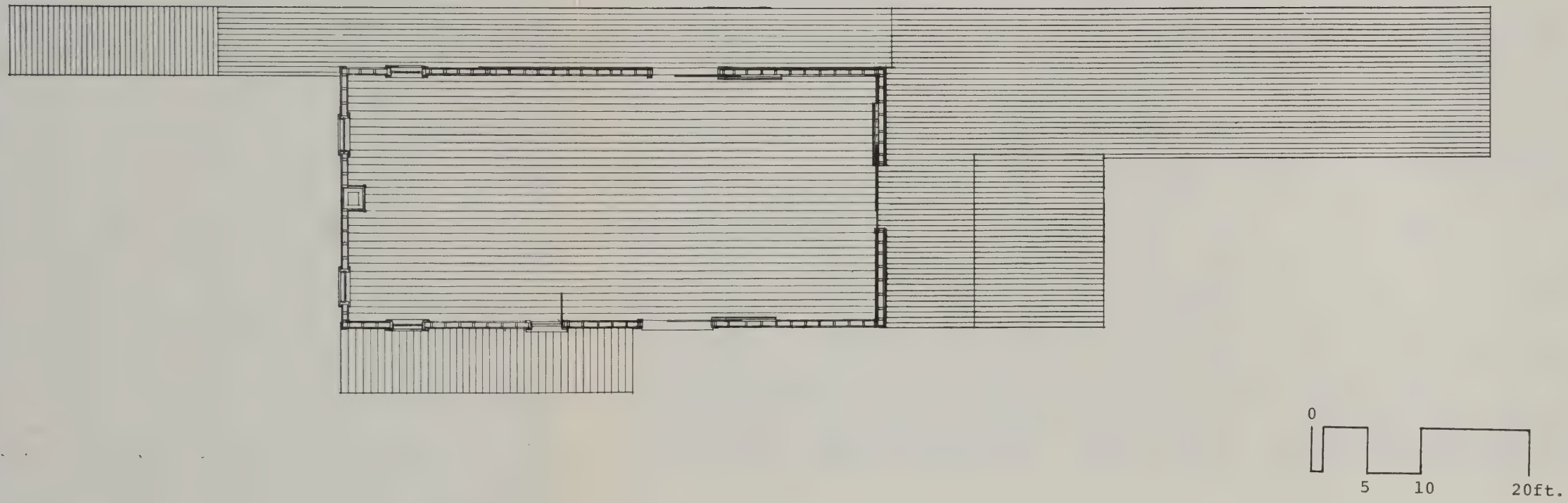
19. General view of the freighthouse from the Southwest, 1979.
Courtesy K.F.S. Studios, Inc., Garrett

20. General view to the East from the existing Garrett Historical Society Museum toward the freighthouse and passenger depot.

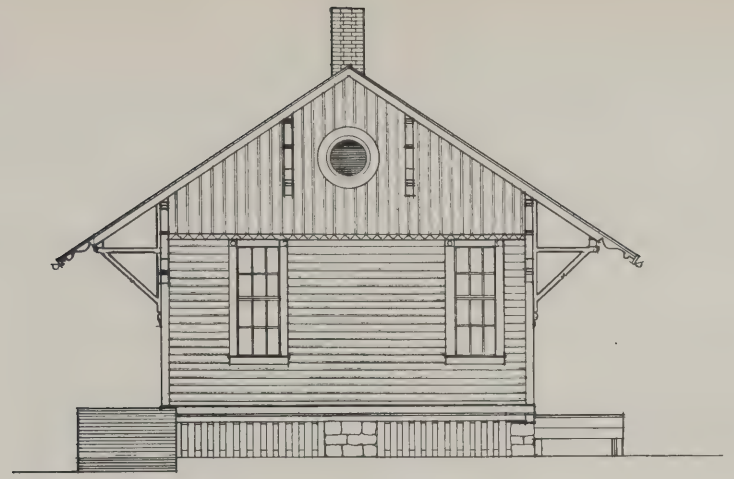
21. General view of the freighthouse from the Northwest.
Courtesy K.F.S. Studios, Inc., Garrett



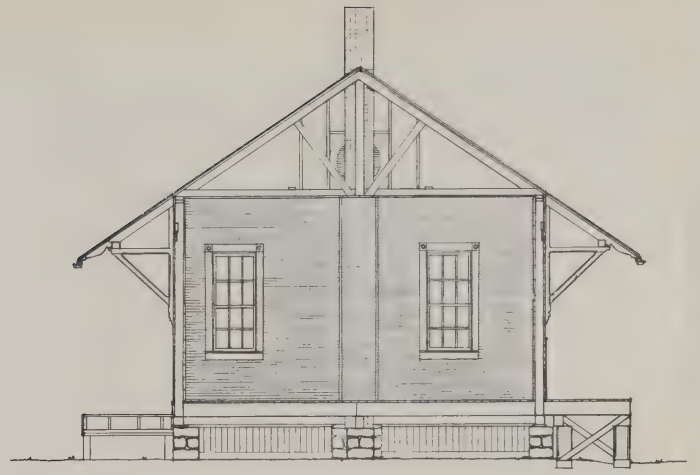
22. Foundation plan



23. First floor plan

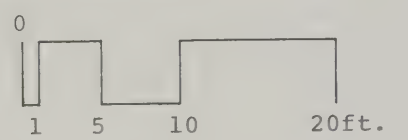


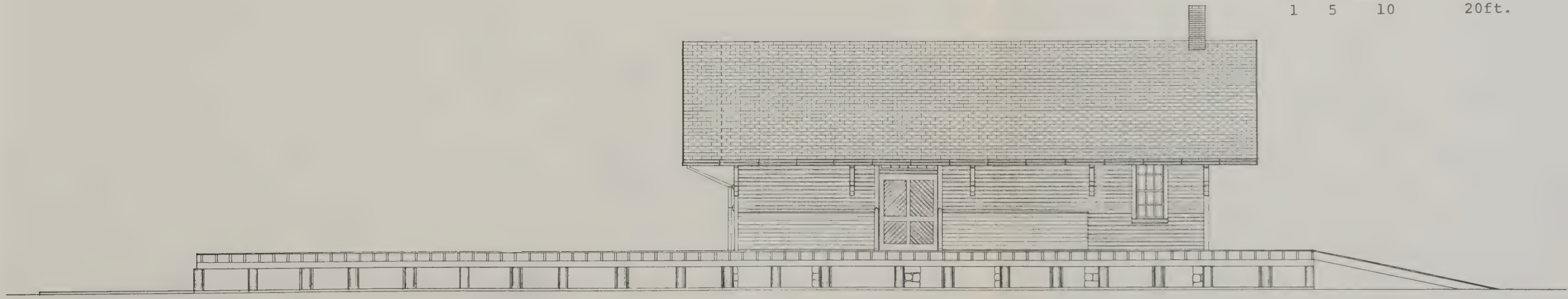
24. West elevation



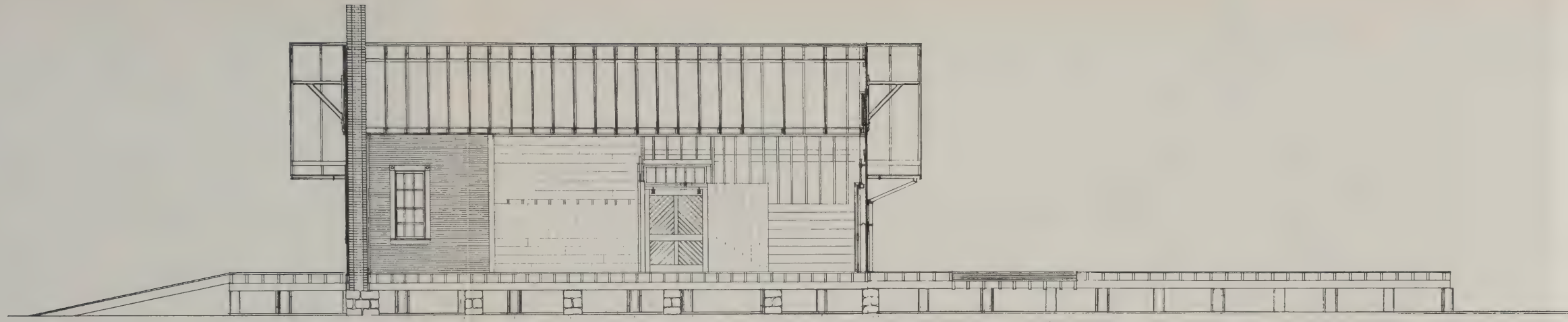
25. Lateral section looking West

26. East elevation

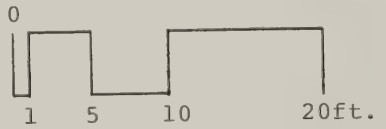


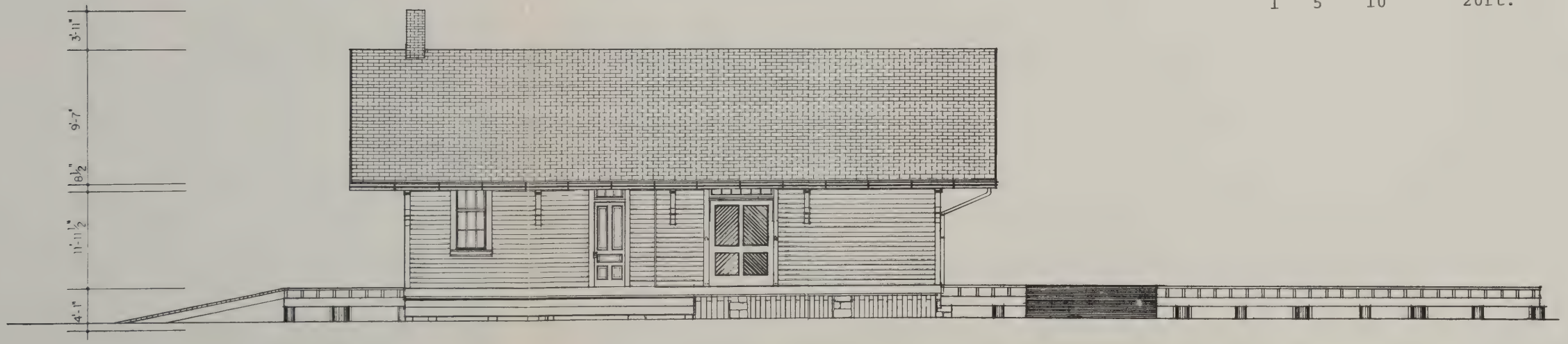


27. North elevation



28. Longitudinal section looking North





29. South elevation

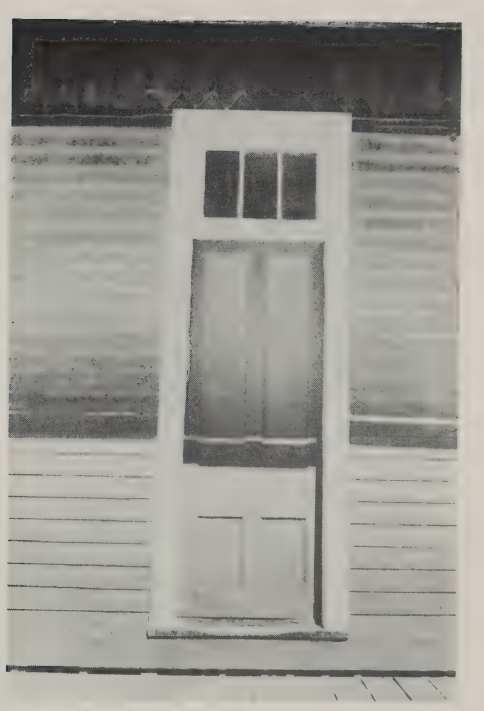
The roof has a solid sheathing of 1 x 8-inch ship-lap, and is shingled with blue-gray slate.

The interior was originally subdivided with a partition to create a freight agent's office in the western third; the office is completely lined with the same two-inch beaded siding used for the panels of the freight doors (see Figure 14). The enframements used on the exterior are repeated for the openings in the office. The remainder of the interior was used as a freight room, and the exposed framing is only partially clad in matched boards. The partition which separated the two rooms was apparently removed when the building was used as a warehouse in the 1960's. The siding of the agent's office has been covered with painted plywood, and no original furnishings or cabinetry are extant or known to exist elsewhere. The maple flooring originally in the office has been removed and replaced with plain plank flooring; the freightroom has retained its original plank floor.

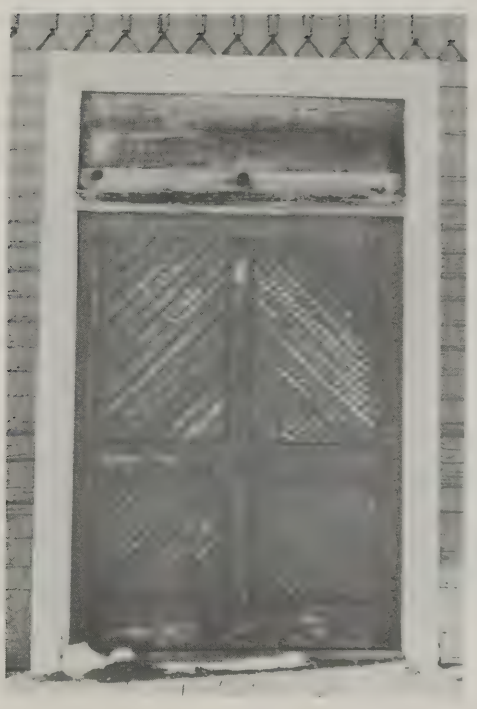
The freighthouse has survived with most of its nineteenth century detailing intact. Future repair and maintenance work must first deal with measures needed to keep the building weather-tight. The highest priority at present is the need to repair the slate roofing. Many of the slates have lifted around the edges of the roof (Figure 34), and this has caused spot deterioration of the ship-lap sheathing beneath (Figure 35). This problem is exacerbated by the need for new gutters and conductor pipes. The three freight doors have some damage to their frames, and several need to have the diagonal boarding of their panels repaired. All exterior painted surfaces are covered with a thick layering of paint which is cracked by fatigue and is peeling on the West and South elevations, where the effects of wind and frost action are most severe. Although the treated timber substructure of the North and East platforms are in sound condition (Figures 36 and 37), the decking is in need of replacement. The small platform on the Southwest corner is a non-historic replacement (Figure 38) and should be completely replaced by new construction to match the other platforms. The new platform should include the section which once stood under the

30. Detail of Northwest corner showing eaveline treatment

31. Detail of typical window enframement



32.



33.

32. Detail of passage door

33. Detail of typical freight door

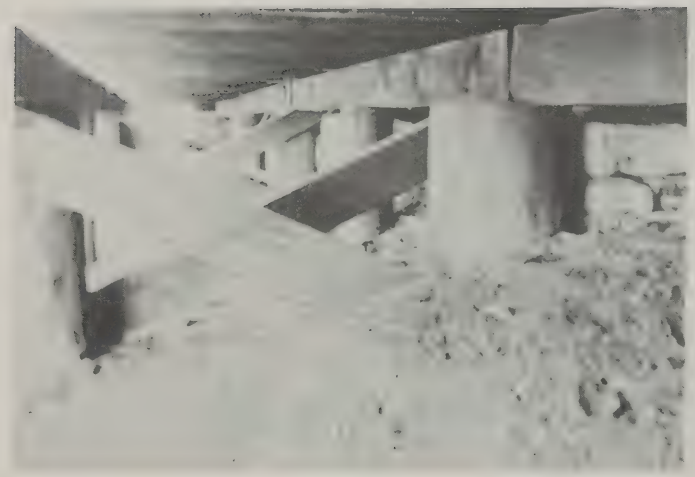
34.

35.

34. Detail of the West end of the South rake of the freighthouse roof

35. Soffit deterioration under the South eave on the West elevation

36.

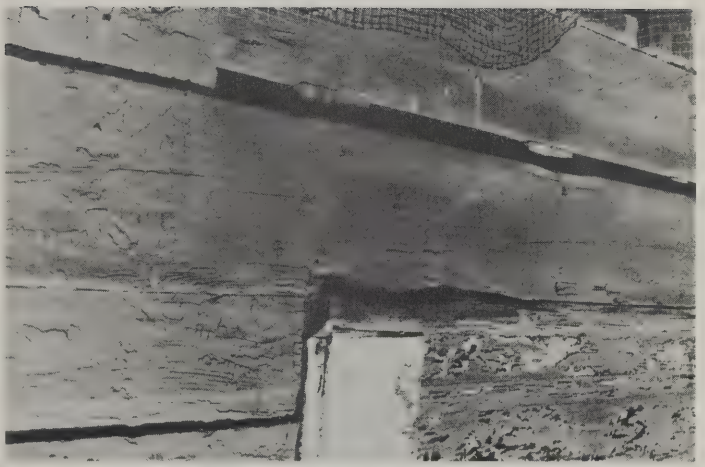


37.

36. Detail of platform substructure and foundation pier, North elevation

37. General view to the West of North platform substructure

38.



39.

38. General view of non-historic platform on the Southwest corner of the freighthouse.

39. Detail showing paint shadow and nailing marks left by the platform under the South freight door.

40.

41.

40. Ramp at the West end of the North platform

41. General view of the ramp at the East end of the freighthouse

42.

43.

42. General view of modern support beam beneath agent's office

43. Detail of split in West end of floor

South freight door (Figures 39 and 14). Although the 1918 station map and the historic photographs show that the platforms were originally mounted by steps, the existing ramps should be maintained for the sake of providing barrier-free access to the handicapped (Figures 40 and 41).

One structural problem should be dealt with before work on the interior of the building begins. The support beam of the floor structure beneath the agent's office was apparently replaced during the warehouse conversion (Figure 42). The beam has cracked down most of its length from the West end, where it bears upon the chimney base (Figure 43), and should be replaced.

The building's mechanical and electrical systems are only rudimentary, and warrant complete replacement. The heating system was simply a coal stove in the agent's office and only the brick chimney remains. Although there are still some interior conduits and lighting present, some of the knob-and-tube wiring remains on the exterior, but the lights visible under the eaves in the 1924 photographs (Figures 12 and 13) have since vanished. So far as is known, the freighthouse has never had a plumbing system.

The building is also entirely uninsulated, and should have at least six inches of batt insulation added to the walls and roof. This amount of material could be added without having to fir out beyond the 2 x 6-inch members, which could then be sheathed with 1 x 8-inch board siding to retain the architectural character of the interior. Since the walls of the agent's office are already sheathed in siding, blown mineral wool insulation could be installed by removal and replacement of some sections. The floors can be easily insulated with fiberglass batt installed between the joists; the junction of the wall plate and siding should be sealed with foam insulation. The ceiling above the agent's office could also be insulated in order to give that area additional thermal efficiency. In addition, all windows and doors should be weatherstripped, and the windows provided with double-glazing or storm panels.

44.

46.

44. General view of the switching shanty

46. General view to the Northeast of the present museum

Regardless of the particular scheme used to arrange the exhibits (see next section), the improvement of the freighthouse for museum use must include some basic elements.

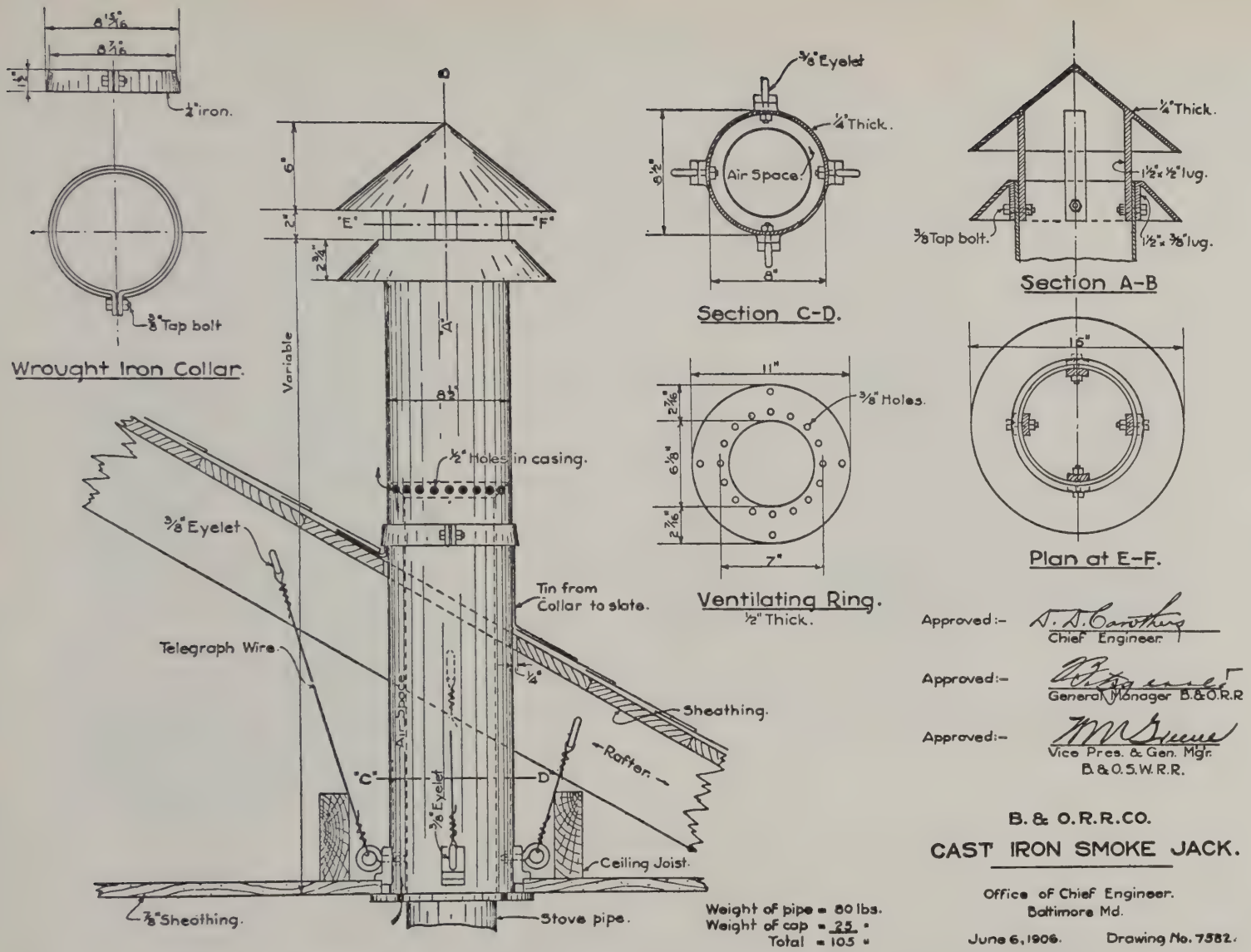
One basic element is the provision of a heating and cooling system capable of maintaining the environment necessary for the preservation of museum materials. The energy efficiency possible with a decentralized heat pump system would probably be most appropriate. Zone units for the freighthouse and each of the railroad cars would enable each to be independently heated and cooled, and could additionally include humidifiers to maintain the proper moisture level.

Restrooms can be provided in the freight room area, and their exterior clad to resemble stacks of freight or ticket windows (see plans in next section). Sanitary and water lines would be brought in from Quincy Street.

While the exact number and type of electrical and lighting fixtures will depend upon the complexity of the museum design adopted, the electrical conduits and the piping for a fire suppression system can at least be concealed by the siding installed on the interior. The latter system will be a necessity in the freightroom area by virtue of the wood construction and the fact that the sliding freight doors are not a legal means of egress. This last factor may necessitate that at least one of the freight doors be bisected, provided with panic hardware, and hinged outward in order to meet fire code requirements. The door in the East elevation seems to be the best place for such provision, since it is directly adjacent to a broad ramp.

2. SWITCHING SHANTY

The switching shanty is the other conventional structure owned by the Society (Figure 44). It is presently stored on the East end of the platform, and does not include the columnar base of bent rails upon which the superstructure originally rested. In order for the Society to realize its plan to re-erect the shanty between the freighthouse and Randolph Street, the base and its footing could be fabricated according to the 1906 design



45. Detail drawing of smoke stack from Standard Plans, B & O Railroad, 1906, p. 66. Courtesy Robert Parker, Garrett Historical Society

shown in the B & O Standard Plans (Figure 18). Aside from any re-creation of its interior, the exterior of the shanty would have to be substantially repaired. The plywood which sides the base of the shanty should be replaced with a panelled apron of the original design. The two-over-two double-hung sash can for the most part be repaired rather than replaced; none of the glazing remains. The roof sheathing should be repaired as needed and shingled with wood to match the original roofing. The metal chimney stack should be replaced with one fabricated to the standard design (Figure 45). Color research shows that the switching shanty was originally painted medium brown with chocolate brown trim and black window sash; at later times it was also painted entirely dark red (see chromochronology, Tables I and II). As noted above, the shanty dates from the early twentieth century, and evidence shows that the freighthouse was also painted brown or red at various times during that same period.

While these would be the hues from which to select a color scheme proper to an early twentieth century interpretation of the structures, the polychrome articulation present in the freighthouse's original color scheme may provide a less somber, more memorable appearance for the museum, both in terms of calling attention to architectural details at close range and in making the switching shanty an effective visual symbol for the museum site when seen at a distance, down the length of Randolph Street.

3. PARLOR AND MAIL CARS

The present museum is housed within two railroad cars, which are located in a fenced area to the East of the freighthouse (Figures 20 and 46). Both of the cars were acquired from the Illinois Central Railroad, but are of a type used on the B & O as well, and they have been repainted in B & O blue and gold.

The parlor car contains the present gift shop, original seating, and a display of framed pictures (Figures 47 and 48). The mail car (Figure 49) contains artifacts displayed in a central island of cases, with narrow perimeter aisles for viewing.

47. General view of the parlor car interior

48.

49.

48. General view of the parlor car

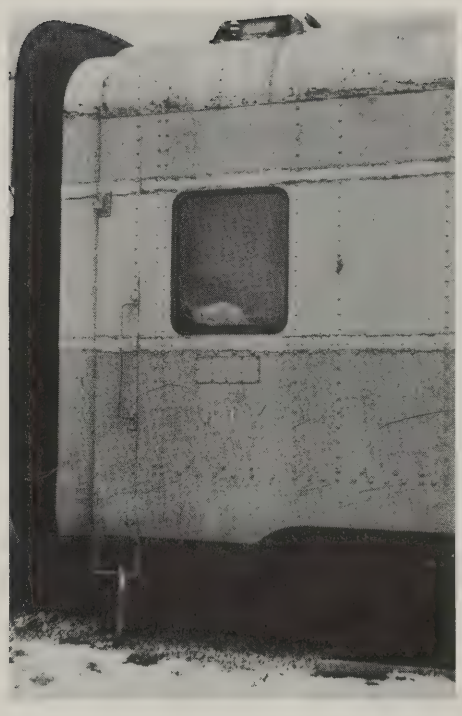
49. General view of the mail car

50.

51.

50. Detail of rust-through along the base of the mail car

51. Detail of paint blossoming and rust-through on the mail car door



52.

53.

52. Detail of Northeast corner of parlor car, showing damaged window and peeling roof coating

53. Detail of mail car door hasp

The exteriors of both cars are composed of painted metal plating. Both show signs of serious corrosion on the exterior panels opposite the juncture of the sidewall and floor (Figure 50), as well as similar rust-through on the doors due to condensation within the door panels (Figure 51). The roofs of the cars are sealed with a coat of fiber paint which needs to be renewed. Several windows in the parlor car need to have their rubber gaskets renewed, and one has been broken by a gunshot (Figure 52). Although protected by the encircling fence, some of the car doors are not locked, and there is no alarm system (Figure 53).

While interior arrangements will depend upon the plan selected, basic maintenance to correct these conditions should be an immediate priority; recoating of the roofs with fiber paint, removal and replacement of rusted metal, partial replacement of window gaskets and broken glass, and installation of locks on all doors. The damp and mildew present in the parlor car must be eradicated before any archival materials are returned to the affected storage area.

4. CREW CAR

The crew car is itself worthy of a separate detailed analysis beyond the scope of this report. When originally considered for acquisition, this car was assumed to have been built some 40 years ago to house track laborers while working in open country. Inspection of the car, however, seems to support the belief that the car is actually much older than its present serial numbers indicate, and that it is an early to mid-twentieth century passenger car. Comparison of the car with a drawing of the B & O A-20 class car reveals its possible former appearance (Figures 54 and 55). While the exterior sheathing of the car suffers from a worse case of the same maladies which afflict the parlor and mail cars (Figure 56), the interior has retained the original finish of the chair-rail and roof monitor (Figure 57).

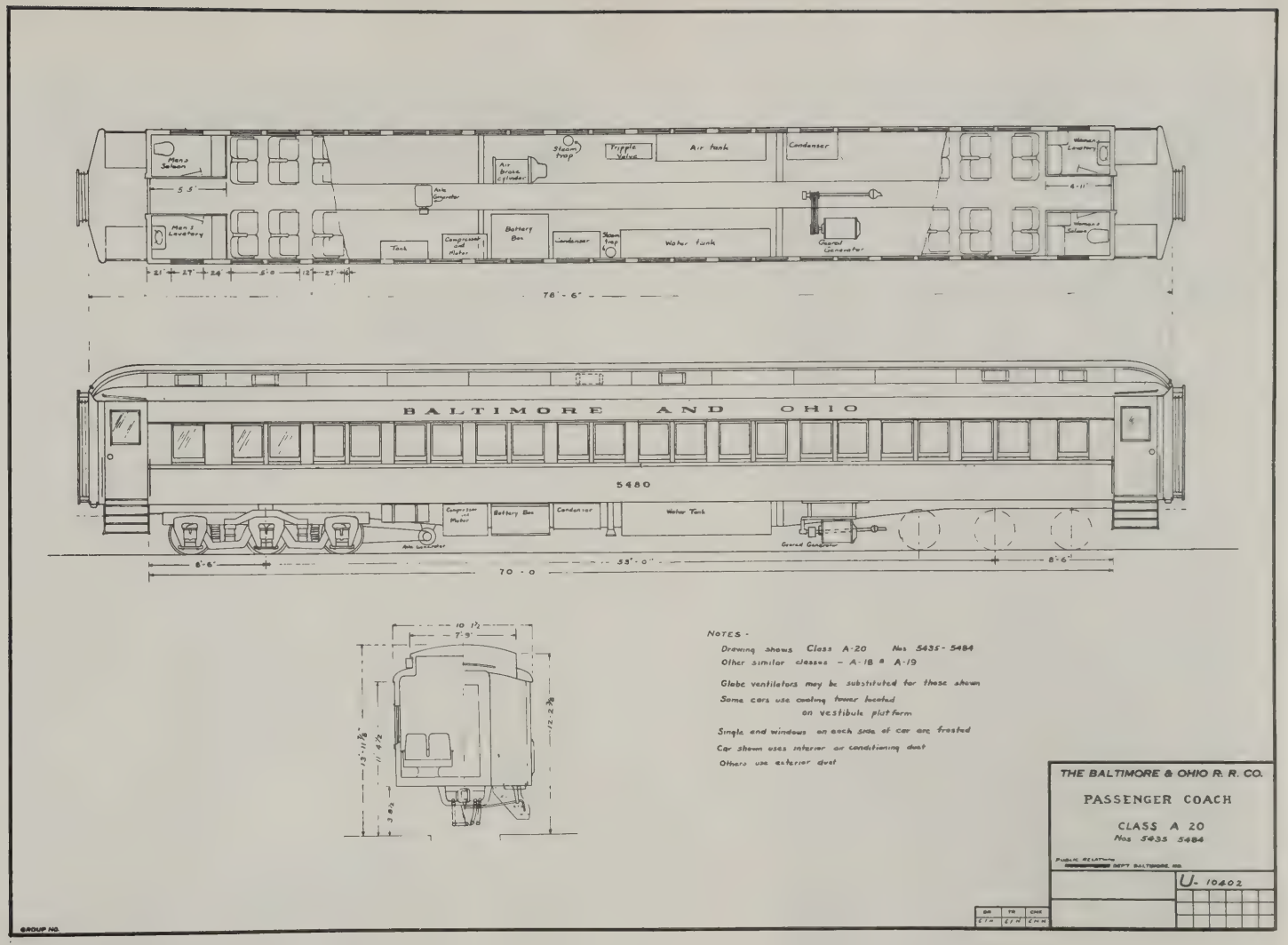
56.

57.

56. Detail of metal deterioration above vestibule steps, crew car

57. Detail of roof monitor interior finish, crew car

54. Elevation view of the crew car.



55. Plan and elevation of B & O A-20 passenger car, c. 1920 - 1935.
Courtesy Francis Parker, Indiana Museum of Transport and Communication.

58.

59.

58. General view of crew car interior

59. Illustration from The Railroad Book, 1913, as reproduced in Oliver Jensen, American Heritage History of Railroads in America, American Heritage Publishing Company, New York, 1975, p. 172.

Short of the major effort required to completely restore the interior of the car, these remaining interior elements could be restored as part of adaptation of the car to house exhibits (Figures 58 and 59). The matter of whether the exterior of the car was originally sheathed in wood or metal remains to be answered by tracing of the car to its original serial numbers in the records of the B & O, and location of the original car specifications.

5. COLLECTIONS

In addition to the major artifacts described above, the museum collection includes a number of large artifacts which are now stored in the fenced area (Figure 60). The museum cars contain the smaller objects, including model trains, signal lights, railroad fraternal lodge memorabilia, and the Cameron Parks toy and Indian relic collection. An in-depth railroad and community archival collection of photographs, books, and manuscripts is also owned by the Society, and is now being catalogued.

The collections have two great strengths: (1) a strong archival collection and (2) several good quality large railroad artifacts. These strengths are heightened by a broad community base for additional acquisition of artifacts and living history.

The weakness within the society's collections is the lack of depth in overall collecing. There are no complete brakeman's uniforms, no complete mechanic's tool sets, no ten year runs of Railroad Magazine. Although not a weakness within the collections, the society has an identity problem within a portion of the community. Lack of community understanding as to what the society is collecting and for whom the society is trying to be a representative, is detracting from the full collecting potential.

The society needs to actively collect as many additional photographs, letters, ledgers, and diaries as can be located within the community to fill out the library's depth and drawing power as a regional resource. Collecting of archival material should

coffin cart a.

flower cart b.

ice cart c.

car jack carriage d.

60. Inventory of large artifacts

baggage cart e.

baggage cart f.

baggage cart g.

railway express cart h.

60. Inventory of large artifacts

track car i.

track car with canopy j.

freight cart k.

information booth l.

60. Inventory of large artifacts

switch stand m.

61.

60. Inventory of large artifacts

61. Effects of weathering on ice cart corner

be restricted to the themes of the B & O Railroad or the themes of the Garrett community. The creation of an active oral interview program beginning with retired B & O Railroad employees, and including longtime residents of Garrett should not be overlooked. Whatever archival materials finally comprise the Society's collections should be carefully organized and cataloged into a retrievable form so that they could be developed for use with the local public schools and public library.

A base does not exist for collecting artifacts other than archival material. This base definitely needs to be enlarged--but only very carefully. It is not desireable to create another general interest museum covering all objects in all time periods. Immediate collecting should center around the objects needed for planned exhibits and programs. Secondary collecting should cover items needed to furnish the interiors of the Society's railroad cars. Subsequent collecting should center on objects that portray unique characteristics of the Garrett and the B & O story. Souvenir trinkets and mass-produced products with no specific ties to Garrett or the Railroad should be avoided.

First priority should be given to the protection of the large artifacts now subject to weathering. Those carts which are oldest and have the greatest historical value, the ice cart, flower cart, and coffin wagon, are suffering the greatest weather damage (Figures 61, 62 and 63). All the carts should be moved indoors or covered with tarpaulins until they can be individually repaired. The smaller three-dimensional artifacts stored inside the railroad cars are fairly stable although they would benefit from a regular vacuuming and polishing program. One silk fraternal order banner is in very bad condition, and repairs ($100 - $300) may not make that much of a long-term improvement in the banner. The two-dimensional artifacts stored inside the railroad cars are also fairly stable with the exception of one railroad poster. For this large piece, encapsulation should be considered as a stopgap measure until a conservator can treat the poster ($150 - $300). All items should be cleaned and stablized before going on exhibit and properly catalogued before any exhibition is considered.

62.

63.

62. Deteriorated deck of coffin cart

63. Broken, weathered end rail of coffin cart

6. COST OF RECOMMENDED PRESERVATION PROGRAM

A. Freighthouse

1. First Priority

Sheathing & Roof Repair	$ 4,500.
New Conductor Pipes & Gutters	900.
Repair 3 Sets of Doors	1,500.
Scrape Exterior of Building & Paint, Caulk, & Weatherstrip	11,984.
Repair Substructure & Skirting, Replace Decking of North Freight Platform	9,800.
Reconstruct South Freight Platform	2,308.
Replace Floor Support Beam	500.
Subtotal	$31,492.

2. Second Priority

Insulate Walls, Ceiling, & Floor	$ 5,700.
Install 2" x 4" Studwall to Reconstruct Original Plan	460.
Install 1" x 8" Siding on Walls & Ceiling of Freightroom	4,800.
Install Wooden Storm Sash	150.
Subtotal	$11,110.

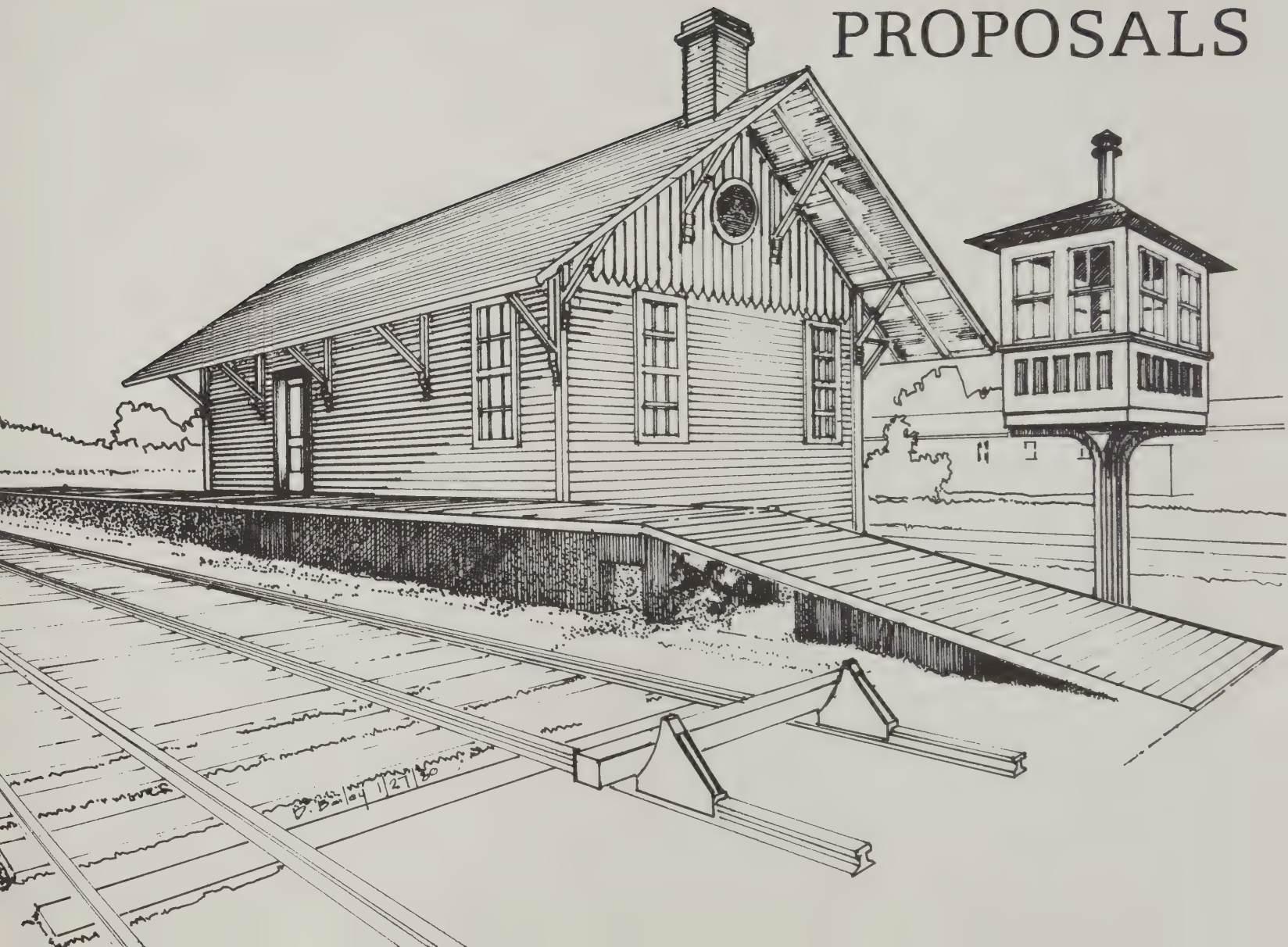
3. Third Priority

Heat Pump Climate Control System for Freighthouse & Cars	$ 6,000.
Installation of Public Restrooms	4,000.
Electrical Wiring	2,000.
Halon Fire Suppression System	24,000.
Exit Signs	200.
Panic Hardware for Passage Door and One Freight Door	2,000.
Subtotal	$38,200.

B.	Switching Shanty	
	Reconstruct Panelled Apron	$2,500.
	Repair & Reglaze Sash	500.
	Repair Sheathing & Replace Roofing	1,500.
	Replace Chimney Stack	200.
	Scrape, Prime, & Finish Paint Exterior	500.
	Reconstruct Base & Re-erect Shanty Using Donated Rails	2,000.
	Subtotal	$7,200.
C.	Parlor and Mail Cars	
	Renew Fiber Roof Coating	$1,000.
	Repair Rusted Side Panels	800.
	Replace Defective Window Gaskets & Broken Glass	1,200.
	Repaint Exteriors of Both Cars	3,000.
	Install Locks on Doors	150.
	Eradicate Mildew, Replace Carpet, & Touch-up Paint	1,200.
	Subtotal	$7,350.
D.	Crew Car	
	Reserve for Further Investigation	$ 5,000.
	Reserve for Rehabilitation as Exhibit Car	20,000.
	Subtotal	$25,000.
E.	Collections	
	Reserve for Repair & Painting of Large Artifacts (further costs dependent upon museum design selected)	$20,000.
	Subtotal	$20,000.
F.	Total Cost of Preservation Program	$140,352.

The above cost estimates are accurate for January, 1980. One and one-half percent of increase should be assumed for each additional month after that date.

PROPOSALS



All museum development would be built upon a three part theme: the B & O Railroad, the B & O Railroad and the community of Garrett, and the B & O Railroad as the "magic carpet" to the world beyond Garrett.

One long term option for the society would be to recreate a town complex implying the original size and impact of the B & O Railroad in Garrett. This would be accomplished by recreating a segment of the original railroad town environment with public access to all buildings and designated railroad cars. Included would be the passenger depot, freight house, a steam engine, a caboose, two passenger cars, two freight cars, and a selected number of buildings in the uptown historic district. The metal workshops, while remaining on their present site, would also be a part of the complex. Railroad cars would be restored to their original furnishings while the buildings would house orientation and general exhibits. Each of the buildings would have income-producing businesses by leasing part of the buildings to private enterprises; activities within the buildings would be related to the building's original use, i.e., mechanical or garage work in the metal shops, stores and merchandising outlets in other buildings.

> Most of the artifacts and property necessary to achieve the railroad complex theme are not owned by the Society nor now offered for sale. To achieve such a complex would require having a major fund-raising drive, a ten year active collection program, and a very well planned master development plan. The cost and development of this idea is not practical to consider for a collection or organization of the Society's present size. It would not, however, be unreasonable to consider such a plan in ten years if the land and buildings were still available.

A second long term option for the Society would be to create a microcosm of a railroad environment using the freight house as an environmental core and laying tracks nearby where railroad cars would be parked. A map, exhibit statistics, and orientation programs would

point out the true extent in space and manpower that the railroad once attained. As with the "town complex" interpretive scheme, this option would build upon the three part interpretive theme.

The freight house would be the first point of entry into the museum complex after the visitor passes the crossing shanty near the sidewalk. Interior modifications in the freight house would include reinstatement of a room partition and the addition of restrooms adjacent to one side of the partition. A lowered ceiling to the west of the partition would enclose an area of over 280 square feet which would be allotted to a museum shop. The area above the museum shop would be adapted for use as a storage area and would be accessible through the use of a pull down ladder. The remaining 480 square feet to the East of the partition and restrooms would be devoted to a museum orientation area. The entire area would include a fire suppression system, alarm system, ceiling lighting system, and some modifications for temperature and humidity controls.

The freight house interior would be designed to be returned to several depot characteristics: the restrooms would be camouflaged as a ticket office, the partitioned area would be camouflaged as a paymaster's office or as the central work office, and the walls would be restored to their original look. A screen and audio-video equipment would be installed hidden from view along the exterior of the restroom's east wall so as not to distract from the "railroad mood" being created within the freight house. The remaining center space would have rows of railroad station benches that would be used for viewing slide shows, movies, or tour guide presentations. A model train layout depicting the Altona Bridge area would be workable in the northeast corner of the building. The Southeast corner of the building would have general theme exhibits and two-dimensional displays depicting the B & O Railroad and parts of the Garrett story. Exiting would occur through the East freight door.

Upon exiting, the visitor would walk around the dock area and have the chance to observe several baggage carts up close. While outside, the visitor could also view the railroad cars and the crossing shanty from a new perspective. Immediate access would then be available to the exhibit cars (mail car and camp car) or to the Society's library (parlor car).

The parlor car would be parked adjacent to the extended boardwalk and by the southeast rim of the dock. Access would be by the southwest car door (or hydraulic lift). The interior would consist of restrooms, librarian's work area, reading chairs, and library storage.

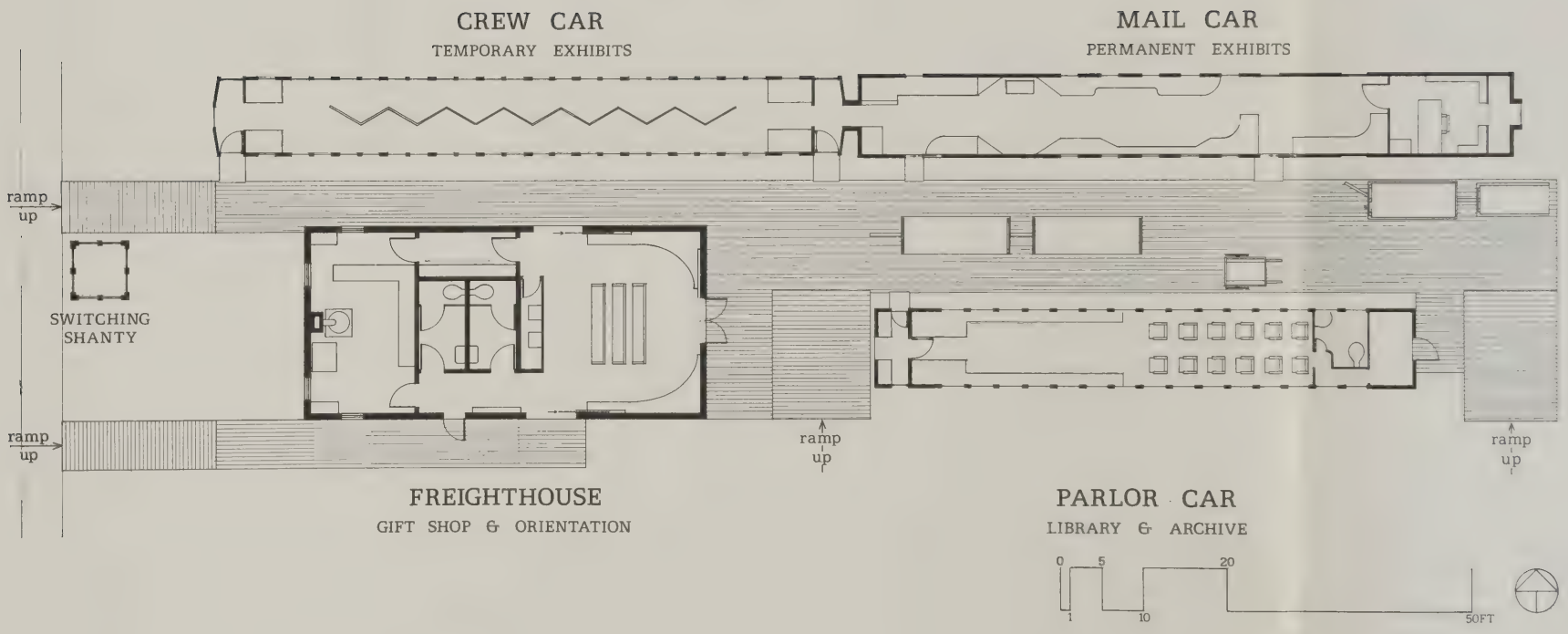
The mail car would be parked adjacent to the northeast rim of the dock and attached to the camp car. Access would be through the sliding doors at the east end; exiting would be into the camp car at the west end. A dividing wall with door would be installed at the east end where a partial wall now exists. The newly created room would be used for a registrar's office and limited museum storage. Remaining space would be used for exhibits including both enclosed exhibits and hands-on displays. Minimal interior modification would be allowed since the car largely retains its original identity.

The camp car would be parked attached to the mail car. It would be accessible from the mail car or from the dock. The exhibit area would consist of a central aisle into which a permanent wall and display cases were attached. Where possible, the exhibit would expose parts of the undamaged original fabric of the car's walls and ceiling. Space behind the walls would serve as storage space. The shades would be pulled down on the windows so that the exhibits would not detract from the car's exterior view.

Unobserveable to the visitor to the parlor, mail, and camp cars, would be the temperature and humidity control systems. Each car would also have a Halon fire suppression system, security adaptions, and ceiling exhibit lighting tracks as needed.

The Society now owns all necessary materials for creating the microcosm approach although it would still be necessary to move the three railroad cars to the track adjacent to the freight house. It would also be necessary to build additional track adjacent to the freight house and to purchase land under and near the freight house.

The following proposals present methods of preparing the exhibits beginning with the most sophisticated electronic media approach and proceeding to less complex schemes which emphasize print media and oral presentations.


CREW CAR
TEMPORARY EXHIBITS
MAIL CAR
PERMANENT EXHIBITS
ramp up
SWITCHING SHANTY
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ramp up
FREIGHTHOUSE
GIFT SHOP & ORIENTATION
PARLOR CAR
LIBRARY & ARCHIVE
0
5
20
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50FT

1. COMBINATIONS OF ELECTRONIC MEDIA

The first option would emphasize a multi-interpretive scheme using a combination of electronic, verbal and written presentations. Equipment, where specified, would be new. Exhibit cases would have sliding doors or front hinged doors with locks. Floor spaces in exhibit areas would be carpeted to deaden sound. Headphone sound systems would be used to allow several interpretive presentations in one room at the same time. Research would be comprehensive enough for the immediate exhibit and one or two new exhibit changes. Gallery sheets would be printed for a 12 month supply.

The exhibit cars would have the areas adapted next to the exhibit cases for use as two dimensional display areas.

Structural adaption for the museum complex would include a centralized temperature and humidity control system (60^{o} F. - 70^{o} F., 50% - 61% R.H.), alarm system, Halon fire suppression system, and access for the handicapped. Other structural modifications would include UV filtering on the windows and lights, special fuse boxes for the electrical layout, and camouflaged lighting tracks and spotlights in the ceiling. In the freight house the lighting tracks would be strong enough to support panels for special displays. Cost: $100,850.

Costs would be as follows:

Freight House:

Slide Show:
masters for 3 different shows; 2 duplicates of each master, 2 slide projectors with LaBelle units, all research and labor involved . . . . . $ 2,200.

Model Train Layout:
10' length, scale model reproductions of scenery from Altona Bridge to depot, illustration panel above layout, all research and labor . . . . . 3,000.

Orientation Exhibit Cases: including 2 modular cases with front locks, wall graphics, 4 each of 2' x 3' wall panels, labor and construction . . .	3,625.
Audio Headphones: 6 headphones, tape recorder, electronic installation, research and labor	1,800.
Printing: all labels, 1000 maps, 1000 gallery guides, all research and preparation necessary	1,400
Railroad Benches: 10 each	400.
Lighting: track around 3 sides of room, 14 spots, all labor necessary for installation	1,600.
UV Filters	200.
Preparation of Objects for Exhibition	1,500.
Halon Fire Suppression System	24,000.
Administrative Coordination	650.
	$40,375.

Parlor Car:

Librarian's Work Area: desk, chair, file cabinet, worktable, catalog card file, bookshelves	$ 900.
Chairs: 12 reupholstered with 11 reproduced railroad clapboards . .	1,600.
Library Paper Supplies & UV Filters	325.

Microfilming, xeroxing on archival paper, encapsulation; and photographic negatives of the most significant photographs	$ 150.
Conservation of Damaged Poster	250.
Halon Fire Suppression System	6,000.
Reorganization of Archival Material	2,500.
	$11,725.

Mail Car:

Registration Work Area: desk, chair, light, files, worktable, supplies	$ 600.
Exhibits: including 10 wall panels, 2 free standing modular cases, 3 museum style Kewaunee cases, exhibit design and construction	8,950.
Lighting: tracks with 14 spotlights	1,200.
Printing: gallery guides and labels	350.
Preparation of Materials for Exhibit	1,000.
Halon Fire Suppression System	6,000.
	$18,100.

Camp Car:

Audio Headphones: 8 headphones, tape recorder, electronic installation, research labor	$ 1,300.

Hands-on Exhibit, Modular Design, research and adaption for the blind	$ 1,500.
Other Exhibits: permanent walls, 5 exhibit cases, construction, research, and design	9,000.
Gallery Guides: printing and research	350.
Preparation of Artifacts for Exhibition	1,200.
Lighting: ceiling tracks and 10-14 spotlights	1,300.
Halon Fire Suppression System	6,000.
	$20,650.

2. COMBINATIONS OF ORAL AND PRINT MEDIA

The second option would emphasize verbal and written presentations with limited use of electronic equipment. Equipment, where not otherwise specified, would be federal surplus. Exhibit cases would be the lower cost models with lift out glass fronts that are secured by screws. Carpeting and headphones would not be used. Research would be sufficient to provide authentication and backup material for immediate exhibits only. Gallery sheets would be printed for a six month supply. No special two dimensional exhibit areas would be created. A special hands-on exhibit would be retained, but kept simple.

Structural adaption for the museum complex would include a centralized temperature and humidity control system (60° F. - 70° F., 50% - 61% R.H.), alarm system, UV filtering on the lights and windows, special fuse boxes for the electrical layout, and camouflagued lighting tracks and spotlights in the ceiling. The centralized Halon fire suppression system and the handicapped access modifications would be limited to the exhibit areas

and museum shop only. The parlor car would have hand extinguishers and would not be easily accessible to the handicapped. Lighting would be the same system as available in Option One.

In the exhibit cars, construction would be less encompassing and the exhibit walls between display cases would be plastered and painted (not adapted for two dimension use). Cost: $73,355.

Costs would be as follows:

Freight House:

Slide Show: masters for 2 different shows; 2 duplicates of each master, 2 slide projectors with LaBelle units, all labor included, limited research	1,750.
Model Train Layout: same as Option One	3,000.
Orientation Exhibit Cases: including 2 small modular cases with front locks, wall graphics 4 each of 2' x 3' wall panels, labor and construction	3,025.
Printing: all labels, 500 maps, 300 gallery guides, all research and preparation necessary	800.
Railroad Benches: 8 each	320.
Lighting: same as Option One	1,600.
UV Filters: same as Option One	200.
Preparation of Objects for Exhibition	1,000.

Halon Fire Suppression System	$24,000
Administrative Coordination	650.
	$36,345.

Parlor Car:

Librarian's Work Area: same as Option One, but using federal surplus	$ 460.
Chairs: 12 reupholstered with 11 reproduced railroad clapboards . .	1,600.
Library Paper Supplies & UV Filters	200.
Microfiliming, xeroxing on archival paper of brittle documents, photographic negatives of a few of the most significant photos	100.
Conservation of Damaged Poster	250.
Halon Fire Extinguishers	750.
Reorganization of Archival Material	2,500.
	$5,860.

Mail Car:

Registration Work Area: desk, chair, light, files, worktable, supplies	$ 300.
Exhibits: including 5 wall panels, 1 free standing modular case, 3 medium sized museum cases, exhibit design and construction	5,500.

Lighting: same as Option One	1,200.
Printing: gallery guides and labels	275.
Preparation of Materials for Exhibit	1,000.
Halon Fire Suppression System	6,000.
	$14,275.

Camp Car:

Hands-on Exhibit: modular design, research, and Adaption for the blind	$ 1,500.
Other Exhibits: permanent walls (not adapted for 2 dimensional exhibits), 4 exhibit cases, construction, research and design	6,800.
Gallery Guides: printing and research	275.
Preparation of Artifacts for Exhibition	$ 1,000.
Lighting: same as Option One	1,300.
Halon Fire Suppression System	6,000.
	$16,875.

3. MINIMAL MIXED MEDIA COMBINATIONS

The third option would emphasize verbal and written presentations with limited use of electronic equipment; a strong reliance would be placed upon oral interpretation (via volunteers) to compensate for simpler exhibits. Equipment would be the same as in Option Two, but simpler and in fewer pieces. Research would be minimal initially and would rely upon later volunteer help to develop the museum. Gallery sheets would be printed for a six month supply. The special hands-on exhibit would be retained, but development would also be minimal. In the exhibit cars, construction would be simple, emphasizing exhibit islands and well-spaced displays.

Structural adaption for the museum complex would include a centralized temperature and humidity control system (60° F. - 70° F., 50% - 61% R.H.), alarm systems, UV filtering on the lights and windows, special fuse boxes for the electrical layout, and camouflaged lighting tracks and spotlights in the ceiling. The centralized Halon fire suppression system and the handicapped access modifications would be limited to the exhibit cars and museum shop only. The freight house orientation area would have a conventional fire suppression system, while the parlor car would have hand extinguishers. Handicapped access would be the same as in Option Two. Lighting would be the same as Option Two.
Cost: $50,150.

Costs would be as follows:

Freight House:

Slide Show: masters for 1 show; 2 duplicates of each master, 1 slide projector with LaBelle unit, all labor and limited research	$ 1,400.
Model Train Layout: same as Option One, but less miniaturation construction	2,200.
Orientation Exhibit Cases: including 2 small modular cases with front locks, limited wall graphics, no wall panels, labor and construction	2,300.
Printing: all labels, 500 maps, 300 gallery guides, all research and preparation necessary	600.
Railroad Benches: 8 each, partially donated	150.
Lighting: same as Option One	1,600.
UV Filters: same as Option One	200.
Preparation of Objects for Exhibition	1,000.
Halon Fire Suppression System: for shop only	9,000.
Administrative Coordination	650.
	$19,100.

Parlor Car:

Librarian's Work Area: same as Option Two	$ 460.

Chairs:
same as Option Two . . . . . $1,600.

Library Paper Supplies & UV Filters . . . . . 200.

Conservation of Damaged Poster . . . . . 250.

Halon Fire Extinguishers . . . . . 750.

Reorganization of Archival Material, bare bones . . . . . 1,900.

$5,100.

Mail Car:

Registration Work Area:
desk chair light . . . . . $ 100.

Exhibits:
including 2 wall panels, 1 free standing modular case, 3 medium sized museum cases, exhibit design and construction . 3,200.

Lighting:
Same as Option One, but only 6 spots . . . . . 700.

Printing:
gallery guides and labels . . . . . 275.

Preparation of Materials for Exhibit . . . . . 1,000.

Halon Fire Suppression System . . . . . 6,000.

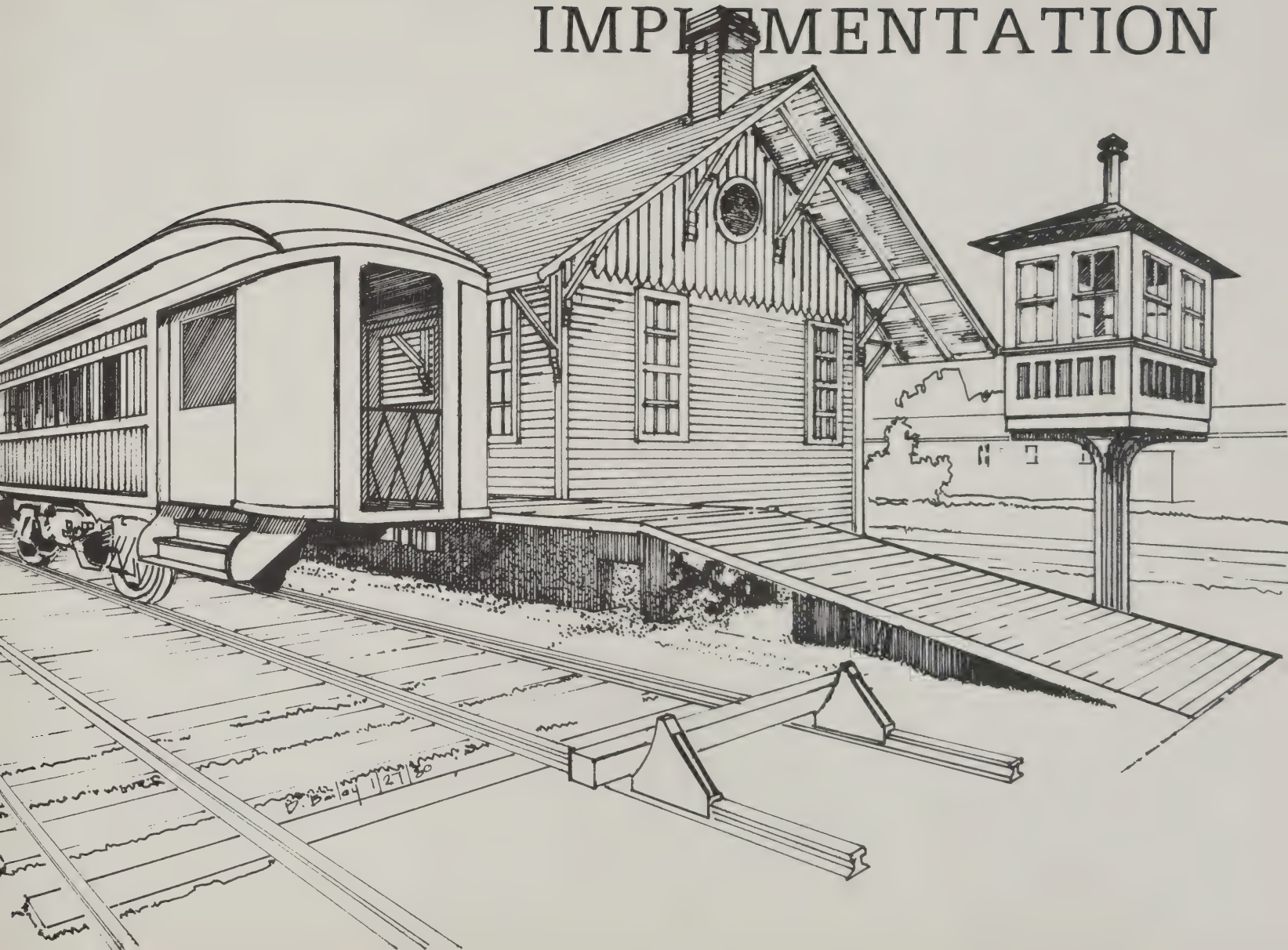
$11,275.

Camp Car:

Hands-on Exhibit:
simplified Option Two . . . . . $ 1,000.

Other Exhibits:	
4 exhibit islands, 2 wall panels, research, construction and design	$ 5,500.
Gallery Guides:	
printing and research	275.
Preparation of Artifacts for Exhibition	1,000.
Lighting:	
same as Option One, but only 10 spots	900.
Halon Fire Suppression System	6,000.
	$14,675.

IMPLEMENTATION



1. OPTION ONE

Construction would be based upon small reuseable exhibits being constructed in the mail car while a major five year fund-raising campaign is carried on. First expenses would cover the most expensive and yet basic groundwork activities for museum development: security, fire, and electrical systems in all areas. These expenditures would total about $44,000. Each succeeding year for six years, roughly $10,000, would be spent for work on the museum complex as follows:

Year Two:
complete library, build orientation exhibits in the freight house

Year Three:
build model train layout, slide show in freight house; build small exhibit in mail car

Year Four:
complete exhibits in mail car; build audio system for freight house and exploratory hands-on exhibit for camp car

Years Five, Six, & Seven:
expand exhibits in the freight house and complete the camp car exhibits.

2. OPTION TWO

Construction would be based upon a series of small reuseable exhibits being constructed in the mail car while a major five year fund-raising campaign is carried on. First expenses would cover the most expensive and basic groundwork activities, but, unlike Option One, these expenses would total about $40,000. Each succeeding year for four years, roughly $9,000. would be spent for work on the museum complex as follows:

Year Two:
complete library; build orientation exhibits in the freight house

Year Three:
build model train layout, slide show in freight house; build small exhibit in mail car, build hands-on exploratory exhibit

Year Four:
Complete exhibits in mail car; build exhibits in camp car

Year Five:
complete exhibits in camp car

3. OPTION THREE

Construction and development would be similar to Options One and Two. Initial ye expenses would total $26,000. Each succeeding year for three years, roughly $10,000. would be spent on the museum complex as follows:

Year Two:
complete library, build orientation exhibits, build hands-on exhibit in mail car

Year Three:
build model train layout, slide show in freight house; build exhibits in mail car and complete exhibits, start exhibits in camp car

Year Four:
build and complete exhibits in camp car and add finishing touches to museum complex.

NOTES

1. Reprint of April 11, 1907, Garrett Clipper in Clipper centennial edition, July, 1975, p.1.
2. Ibid., p. 5.
3. Carroll Bateman, "The Baltimore and Ohio," Baltimore and Ohio Railroad Printing Plant, Baltimore, 1951, pp. 22 - 24.
4. "Contract Let for B & O Depot," Garrett Clipper, August 18, 1910, p. 1.
5. Bateman, loc. cit.
6. "Contract Let," loc. cit.
7. Interview with William Worster, 1108 South Randolph Street, Garrett, February, 1980.

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_____, "A Happy New Year Gift to Garrett," Garrett Clipper, January 5, 1911, p. 1.

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